

DRAFT SUBSEQUENT  
MITIGATED NEGATIVE DECLARATION 2016-1  
Amara Shopping Center

Commercial Planned Development Modification CPD-226M(3);  
Conditional Use Permits 372, 374, & 375; Tentative Tract Map 5880



March 2016

Prepared by:

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Conditional Use Permits 372, 374, & 375; Tentative Tract Map 5880

Prepared for:

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March 2016



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# INTRODUCTION

## INTRODUCTION

On September 12, 2007, the City of Camarillo approved General Plan Amendment GPA 2006-2, Change of Zone CZ-297 and CZ-298, Commercial Planned Development CPD-226, and Conditional Use Permit CUP-294 for the Paseo Camino Real commercial center project at a 44.84-acre site located within the Airport North Specific Plan area. This project involved a General Plan Amendment from Office to General Commercial, Changes of Zone from Limited Manufacturing and Professional Office to Commercial Planned Development, and the development of up to 499,000 square feet of building coverage with an assumed mix of 429,469 square feet of retail space, 29,531 square feet of restaurant space, and 40,000 square feet of office space, which would be provided in buildings ranging from 2,400 square feet to 196,645 square feet. As is typical for many developments, the actual building shapes and sizes would be determined during the building plan review process. However, the total amount of building space for the project would not exceed 499,000 square feet. CUP-294 allowed an increase in building height above 35 feet and up to 65 feet for certain tower elements.

The potential environmental impacts associated with the project were evaluated in a Draft Mitigated Negative Declaration (MND) (MND 2006-17) that was circulated for a 20-day public review period. The MND evaluated the impacts of GPA 2006-2, CZ-297 and CZ-298, CPD-226, and CUP 294 for the development of a 499,000-square-foot commercial center rather than a mix of individual retail, restaurant, and office uses. At the end of the public review period, the written comments that the city received were responded to, a Mitigation Monitoring Program was prepared, and this information was presented as a Final MND to the City of Camarillo Planning Commission and City Council, which ultimately adopted the MND when it approved the project. The approved MND for the original project is provided as Appendix A to this Draft Subsequent MND.

In 2011, the city approved a Major Modification to the project [CPD-226M(1)]. The overall type and amount of development at the site under the Major Modification continued to be less than 499,000 square feet of commercial center building space and the site access points remained unchanged. A Tentative Tract Map was also proposed at that time, but was not acted upon by the city.

Although development has yet to occur at the project site, the existing entitlements for the development of up to 499,000 square feet of building coverage under CPD-226M(1) have been extended until February 15, 2017.

The project entitlements have since been sold and the new owner is requesting approval of a Major Modification to change the layout of the project site plan and changes to the building elevations. The proposed site plan shows a total amount of building space of 487,239 square feet under this modification,

which assumes a mix of 234,356 square feet of retail space, 57,082 square feet of in-line and freestanding restaurant space, and 38,000 square feet of health club space. The shopping center would be anchored by a 157,801-square-foot nationally recognized discount retailer that provides a variety of retail goods and services. However, this Draft Subsequent MND assumes the development of up to 499,000 square feet in order to provide flexibility in the subsequent site plan development for the project. The project also includes a request to exceed the 35-foot maximum building height in the CPD zone, and well as conditional use permits for the sale of alcoholic beverage for off-site consumption. Tentative Tract Map TT-5880 is also proposed to subdivide the approximately 45-acre property into eight (8) lots.

Although the requested actions involve an amount of development that is within the project impact analysis presented in the adopted MND, the current proposal represents new discretionary actions that are subject to approval by the City and the City is required under the California Environmental Quality Act (CEQA) to consider the potential environmental impacts associated with these requested actions. Some of the environmental conditions affecting the project have also changed since the original MND was adopted by the City.

## **PROJECT INFORMATION**

Project Title: Amara Shopping Center

Project Location: Northeastern corner of Ventura Boulevard and Springville Drive, Camarillo, California

Lead Agency: City of Camarillo, Department of Community Development  
601 Carmen Drive, Camarillo, CA 93010

Contact Person: Jaclyn Lee, AICP, Senior Planner, 805-383-5616

## **STANDARDS FOR SUBSEQUENT ENVIRONMENTAL REVIEW**

Sections 15162 of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) addresses the situation of when an MND has previously been adopted for a project and the issue of whether a subsequent environmental document needs to be prepared. A subsequent MND can be required: when substantial changes are proposed for a project which require major revisions to the previously adopted MND due to new potentially significant environmental effects or a substantial increase in the severity of previously identified potentially significant effects; when substantial changes occur with respect to the circumstances under which the project will be undertaken which will require major revisions to the previous MND due to new potentially significant environmental effects or a substantial increase in the severity of previously identified potentially significant effects; or when there is new information of substantial importance not known at the time of the previous environmental

document's approval. A supplement to a previous MND may be prepared if any of the changes to a project would require the preparation of a subsequent MND and only minor additions or changes would be necessary to make the previous MND adequately apply to the project in the changed condition. An addendum to an adopted MND may be prepared if only minor technical changes or additions are necessary or none of the conditions calling for the preparation of a subsequent MND or supplement to an MND have occurred.

## **ENVIRONMENTAL DETERMINATION**

As stated above, the requested actions involve an amount of development that is within the project impact analysis presented in the Final MND and the site access points would remain unchanged. The existing entitlements for the development of up to 499,000 square feet of building coverage under CPD-226M(1) have been extended until February 15, 2017. As such, the analysis of impacts in this document tiers off of the analysis presented in the adopted Final MND 2006-17. However, there have been substantial changes in the circumstances under which the project will be undertaken in that the amount of water supplies to the city have been substantially reduced since the Final MND was adopted and the ability of the city to obtain groundwater transfer allocations from converted agricultural sites such as the proposed project site have been suspended; thus, affecting the ability of the city to provide water to the proposed project. The State of California has also adopted thresholds of significance for greenhouse gas (GHG) emissions impacts and these impacts were not evaluated in the Final MND.

The Evaluation of Environmental Impacts section of this document concludes that the environmental impact analysis provided in Final MND 2006-17 largely addresses the environmental impacts of the project as modified by the proposed site plan. Some mitigation measures from Final MND 2006-17 are no longer applicable to the proposed project based on changes to the roadway infrastructure since 2007. Other mitigation measures have been updated based on current city practice. The GHG emissions impacts of the proposed project would be less than significant and no new mitigation is needed to address this potential impact. The potential impacts to groundwater supplies and the city's water supplies would be reduced to less than significant levels with the implementation of a new mitigation measure for the project.

Based on this information, the City of Camarillo has determined that the appropriate environmental document to address the potential impacts associated with the proposed project is this Subsequent MND. The new information presented in this document is substantial to a level that the document should be circulated for public review (something that is not required of an addendum to an adopted MND). However, no new significant impacts have been identified that would require the preparation of an Environmental Impact Report.

Pursuant to Section 15162 of the CEQA Guidelines, this Subsequent MND shall be given the same kind of public notice and public review as is given to a Draft MND. Therefore, this Draft Subsequent MND will

be circulated to the public for a minimum of 20 days prior to consideration by the City of Camarillo Planning Commission.

# PROJECT DESCRIPTION

## PROJECT SITE LOCATION

The proposed project site is located north of the Camarillo Hills Drain and Camarillo Airport, south of the Ventura Freeway (U.S. Highway 101), east of Springville Drive, and west of the Camarillo Town Center West (Home Depot) development. The project site is a portion of the 338-acre Airport North Specific Plan (Specific Plan) area approved by the Camarillo City Council in 1986 and amended most recently in 2011.

## PROJECT SITE CHARACTERISTICS

The project site is vacant and relatively flat, and slopes gently to the south at a rate of approximately 0.007 foot in height to one foot of distance. The site was previously used for the agricultural production of row crops, but has not been cultivated since 2007. The site is disced on a regular basis for the control of weeds.

## SURROUNDING LAND USES

The proposed project site is designated by the City of Camarillo General Plan for general commercial land uses and is zoned CPD. The areas to the east and west of the project site are located within the Airport North Specific Plan area. The properties to the east of the site are developed with the Camarillo Town Center and Camarillo Town Center West developments. The Camarillo Town Center is developed with approximately 370,000 square feet of commercial uses anchored by a Target store. The Camarillo Town Center West development site is located adjacent to the project site and is anchored by a Home Depot. Both of these developments are designated Commercial and zoned CPD.

The recently-constructed segment of Springville Drive is located to the immediate west of the project site. Beyond Springville Drive is a 47-acre property that is presently vacant, but TT-5812 was approved that anticipates the development of up to 700,000 square feet of light industrial and/or office uses. That property is currently the subject of a request to change the land use and zoning designation to permit the development of up to 268,500 square feet of commercial uses and 198,767 square feet of industrial and/or office uses.

The recently-constructed realignment of Ventura Boulevard is located to the immediate south of the project site. A 3.64-acre property located to the south of Ventura Boulevard is designated for Research and Development in the General Plan and zoned LM. To the south of this area is the Camarillo Hills Drain, which services a larger area of the City and is under the jurisdiction of the Ventura County Watershed Protection District. South of the Camarillo Hills Drain is Camarillo Airport, which is a public use airport with only general aviation operations.

Other than the Ventura Freeway, Ventura Boulevard is the primary roadway link between Las Posas Road and Central Avenue. Adjacent to the site and east and west of the project site, Ventura Boulevard was recently constructed as a four-lane east-west secondary arterial road that links Central Avenue to Las Posas Road.

## **APPROVED PROJECT CHARACTERISTICS**

### **Project Site Plans**

On September 12, 2007, the City of Camarillo City Council approved General Plan Amendment GPA 2006-2, Change of Zone CZ-297 and CZ-298, Commercial Planned Development CPD-226, and Conditional Use Permit CUP-294 for the Paseo Camino Real commercial center project at a 44.84-acre site located within the Airport North Specific Plan area. This project involved the development of up to 499,000 square feet of building coverage with an assumed mix of 429,469 square feet of retail space, 29,531 square feet of restaurant space, and 40,000 square feet of office space, which would be provided in buildings ranging from 2,400 square feet to 196,645 square feet. As is typical for many developments, the actual building shapes and sizes would be determined during the building plan review process. However, the total amount of building space for the project would not exceed 499,000 square feet. The site plan for the original project is shown in Figure 1.

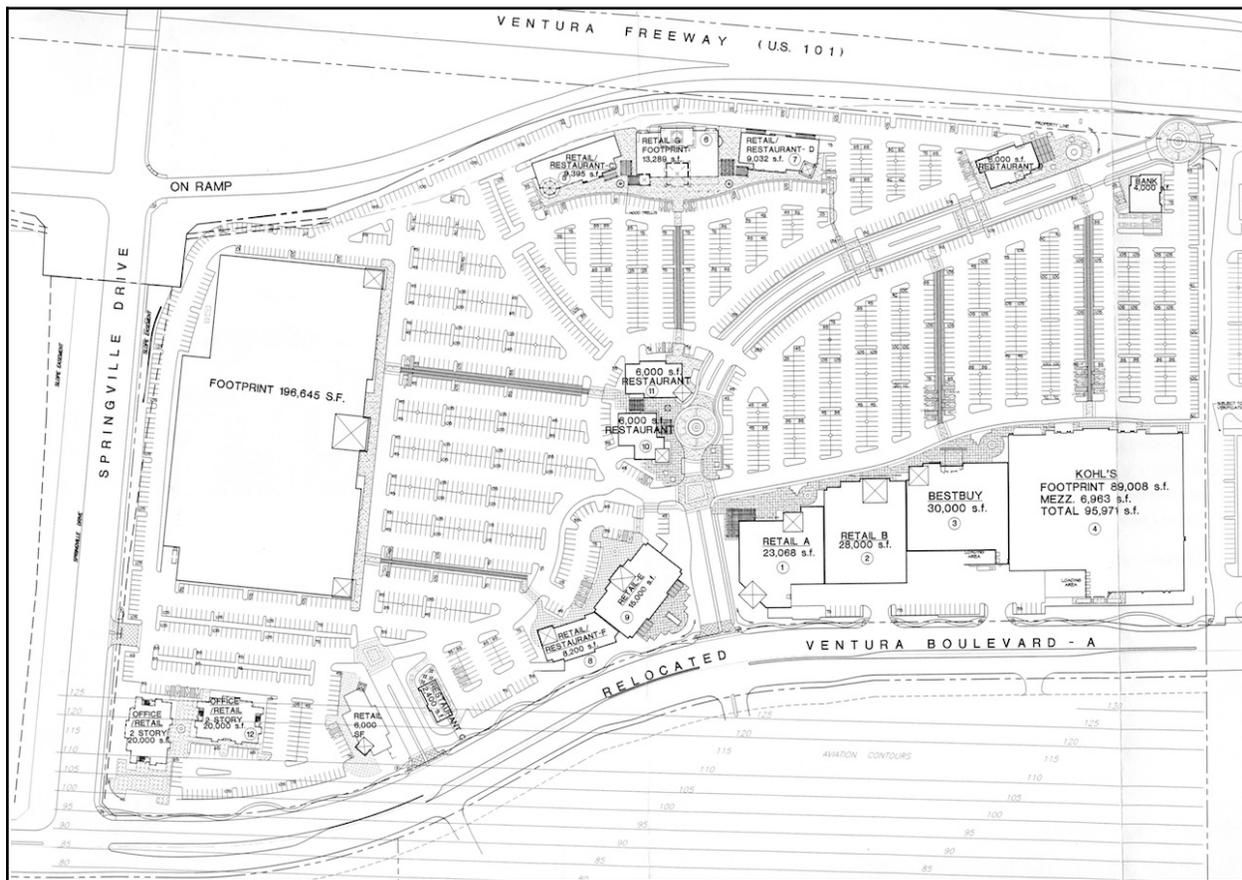
In 2011, the city approved a Major Modification to the project [CPD-226 M(1)]. The overall type and amount of development at the site under the Major Modification continued to be less than 499,000 square feet of commercial center building space and the site access points remained unchanged. A Tentative Tract Map was also proposed at that time, but was not acted upon by the city.

Although development has yet to occur at the project site, the existing entitlements for the development of up to 499,000 square feet of building coverage under CPD-226M(1) have been extended until February 15, 2017.

### **Building Design**

The project site is located within the City's Heritage Zone which requires developments to have particular design themes. The project structures would be designed to be consistent with the predominant character and scale of the nearby commercial areas. The buildings would incorporate Mediterranean, Mission, Monterey, and Early California architectural styles as required by the Airport North Specific Plan and Heritage Zone. The types of building materials would include the use of stucco, wood, glass, tile, textured blocks, and other similar materials. Pursuant to the the Airport North Specific Plan and Zoning Code, 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, cupolas, etc. Building 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.

FIGURE 1 - ORIGINAL PROJECT SITE PLAN -CPD-226



## Roadways and Site Access

The original project included an extension of Ventura Boulevard from its previous terminus (at the eastern project site boundary) to West Ventura Boulevard (previously Bajo Agua Avenue), which is approximately  $\frac{3}{4}$ -mile west of the project site. A previous two-lane segment of Ventura Boulevard along the northern property boundary was removed in accordance with the plans for the U.S. 101/Springville Drive Interchange and the vehicles traveling west from Overland Road would be directed into the center of the project site. The extension to West Ventura Boulevard (previously Bajo Agua) was needed to provide continuous roadway access from Las Posas Road on the east to Central Avenue on the west. The four-lane extension of Ventura Boulevard from the eastern project site boundary to West Ventura Boulevard was completed in 2008 with funding provided by the original project applicant.

Vehicular access to the project site would primarily be provided via two driveways along Ventura Boulevard, one driveway along Springville Drive, and a connection to Overland Road at the northeastern corner of the site. Two additional driveways located along Ventura Boulevard are intended to accommodate delivery trucks. Each of the driveways have been constructed as part of the previous extensions of Ventura Boulevard and Springville Drive.

## **Parking and Loading**

The approved site plan provided 2,496 parking stalls for the project at a ratio of 5.0 stalls per 1,000 square feet of building space. City parking standards required the project to provide 2,301 parking stalls for the proposed size and mix of uses. Therefore, the approved project would provide 195 parking spaces in excess of City standards.

Loading dock areas were provided at the rear of the major retail buildings located along the Ventura Boulevard and Springville Drive perimeters of the site. Loading spaces are also required for the smaller peripheral buildings for smaller delivery vehicles such as step vans, which are anticipated to stop for short periods of time.

## **Landscaping**

A detailed landscape plan was not prepared at the time that the original project was approved. However, the project would be required to comply with all landscaping standards established in the Airport North Specific Plan, the City of Camarillo Landscape and Irrigation Guidelines, and Water Efficient Landscape Ordinance.

## **Infrastructure**

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

Wastewater from the project 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's wastewater plans would be reviewed and approved by the City Engineer and the Camarillo Sanitary District in accordance with standard city procedures. The city would require that the sewer system be designed to connect to the existing sewer in Ventura Boulevard,, which connects by gravity sewer to a lift station at Wood Road. A Mello Roos Community Facilities District has been formed to develop the sewer infrastructure needed to accommodate the anticipated buildout of the Airport North Specific Plan area. The project is 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 to widen the Camarillo Hills Drain to accommodate a 100-year storm given the anticipated buildout of the Airport North Specific Plan area. The project is required to participate in this District.

## **Construction Schedule**

Construction of the Ventura Boulevard extension was planned to commence in May/June 2007. Grading of the project site was planned to occur in July/August 2007, and the original project was planned to be

completed in March/April 2008. As discussed previously, the extension of Ventura Boulevard was completed in 2008 with funding provided by the original project applicant. No other development has occurred at the project site.

### **Discretionary Actions and Approvals**

The original project applicant received approval of the following discretionary actions from the City of Camarillo:

- GPA 2006-2: Approval of a General Plan Amendment (GPA) to amend the Camarillo General Plan Land Use Map designation for 19.5 acres of the project site from Office to General Commercial. The GPA also amended the Airport North Specific Plan to be consistent with the changes to the General Plan Land Use Map.
- CZ-297: Approval of a zone change for 15.96 acres of the project site from LM to CPD.
- CZ-298: Approval of a zone change for 14.90 acres of the project site from LM & PO to CPD.
- CPD-226: Approval of a Commercial Planned Development (CPD) permit for the development of up to 499,000 square feet of commercial uses at the project site.
- CUP-294: Approval to increase building height above 35 feet.

### **PROPOSED PROJECT CHARACTERISTICS**

The project entitlements have since been sold by the original applicant and the new owner is requesting approval of a Major Modification of Commercial Planned Development CPD-226 to change the layout of the project site plan and architecture. The total amount of building space would be reduced to 487,239 square feet under this modification, which assumes a mix of 234,356 square feet of retail space, 57,082 square feet of in-line and freestanding restaurant space, and 38,000 square feet of health club space. The shopping center would be anchored by a 157,801-square-foot major retail building. The proposed site plan is shown in Figure 2.

The anchor for the shopping center is anticipated to be a nationally recognized discount retailer that provides a variety of retail goods and services, including clothing, housewares, beauty supplies, sporting equipment, electronics and groceries. Preliminary floor plans show an overall square footage of approximately 157,801 square feet that includes approximately 83,500 square feet of general merchandise sales area and 31,500 square feet of grocery area. The remaining 42,501 square feet would consist of pharmacy (including a drive-through counter), garden center, and other ancillary uses. The anchor tenant will also require a conditional use permit to allow for the sale of a full line of alcoholic beverages for off-site consumption.

The anchor building and parking area would be located on the western portion of the site and be situated along Springville Drive with loading areas to the rear and surface parking in front of the store. All loading and service areas would be screened by decorative walls and landscaping. A pedestrian paseo will connect the anchor building to the other retail buildings and a public plaza.

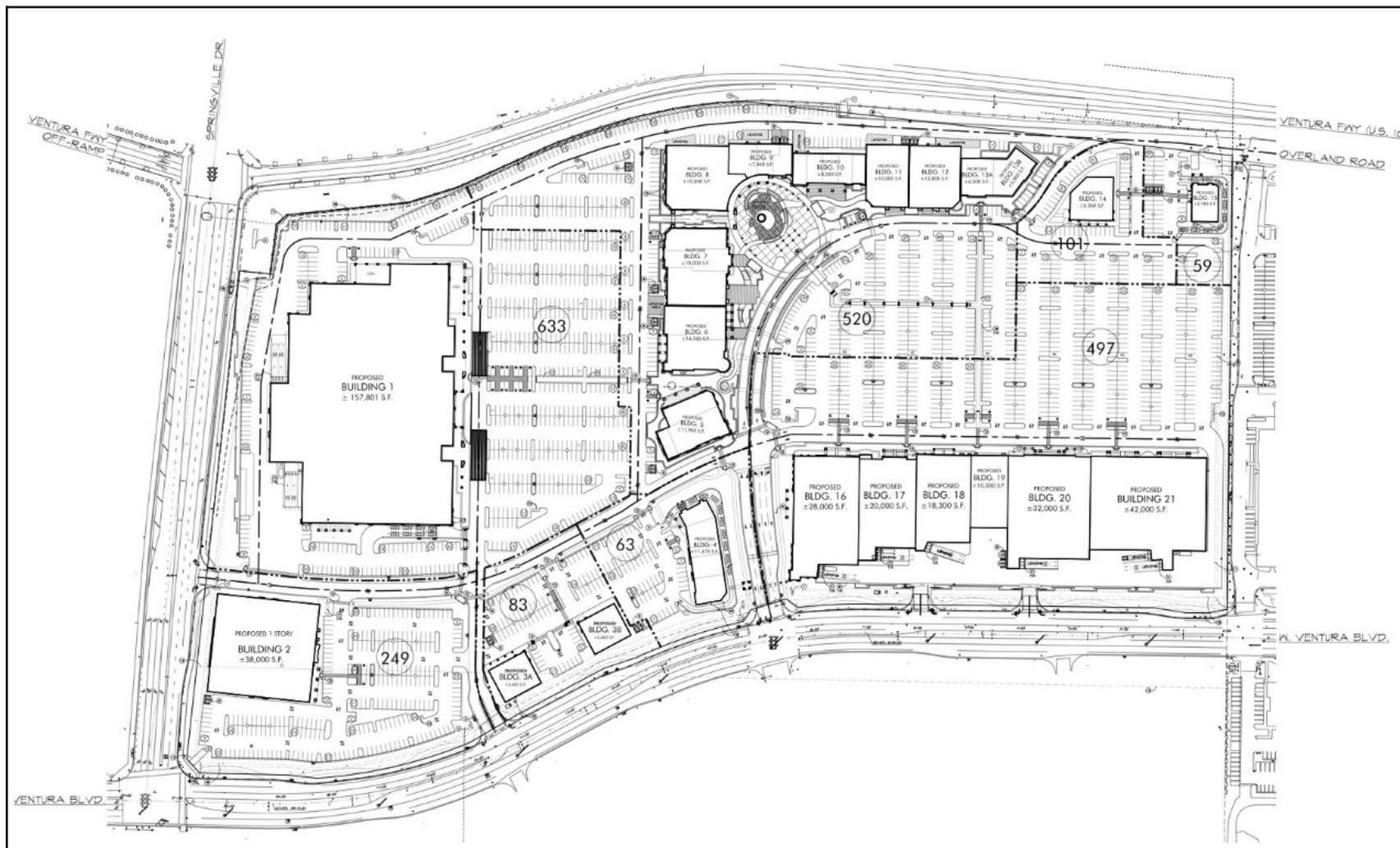
The other buildings at the site would range in size from approximately 10,000 square feet to 42,000 square feet, although the final size of each tenant space may vary based on individual tenant needs. Tenants for the major tenant spaces (i.e., Buildings 16 – 21) are anticipated to include national credit tenants offering a wide range of retail goods and services. Also located on the south side of the site are four standalone buildings (Buildings 2, 3A, 3B and 4), including a restaurant with a drive through and an approximately 38,000-square-foot fitness center (Building 2) to be located at the southwestern corner of the site near the project's entrance from Springville Drive. The fitness center would be a single story building and include locker rooms, approximately 5,700 square feet of group exercise areas, approximately 30,400 square feet of weight lifting equipment, athletic courts and/or a swimming pool, and an approximately 2,000 square foot kid's club. It is anticipated that the operator would be a tenant similar to a 24 Hour Fitness or a LA Fitness.

The northern and central portion of the site would be improved with various storefront retail and restaurant spaces, and standalone restaurant pads, including at least one restaurant with a drive-through. Buildings in the northern and central portion of the site would range in size from approximately 3,783 square feet to 18,000 square feet and would be clustered around a landscaped public plaza to engage pedestrians. Again, the actual tenant spaces may vary in size based on individual tenant needs, and, as shown on the Proposed Site Plan, these buildings may be further divided into smaller tenant spaces as needed.

A public plaza is proposed to include outdoor seating areas, two approximately 500-square-foot retail kiosks, decorative paving and an outdoor speaker system. The retail kiosks, each approximately 500 square feet, would be of the type typically found in shopping malls and would offer general retail goods and services. A landscaped pedestrian walkway would bisect the surface parking lot and connect the retail uses on the north side of the Site to the larger stores on the south side.

Although the proposed site plan shows a maximum of 490,564 square feet of commercial building space, this Draft Subsequent MND assumes the development of up to 499,000 square feet in order to provide flexibility in the subsequent site plan development for the project. This amount of development is consistent with the assumptions that were used in the adopted MND 2006-17 to evaluate the potential impacts of development at the project site.

FIGURE 2 - PROPOSED PROJECT SITE PLAN



The project would include a decorative fence on the north side of the property along the site's freeway frontage and decorative walls to screen loading and service areas behind the buildings. The project also includes a request to exceed the 35-foot maximum building height in the CPD zone, and well as conditional use permits for the sale of alcoholic beverage for off-site consumption. Tentative Tract Map TT-5880 is also proposed to subdivide the approximately 45-acre property into eight (8) lots.

### **Building Design**

The project is proposed to be consistent with the Heritage Zone by incorporating Spanish design reminiscent of a historic Spanish winery estate. The main entrance would feature a decorative gate and pedestrian walkways. Smooth white stucco buildings would be accentuated with stone, red tile roofs, deep wood tones, dark bronze storefronts, wrought iron details, colorful awnings, tiles and ceramic pots.

Pursuant to the the Airport North Specific Plan and CPD Zone, 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, cupolas, etc. However, the project includes a request to exceed the 35-foot maximum building height in the CPD zone. The project's building parapet heights would vary from 25 feet to 50 feet, with towers and architectural features reaching a maximum height of 60 feet. The major tenant buildings (Buildings 16 – 21) would range in height from 29 to 46 feet, with tower elements reaching 51 feet. Building 2 would be a single story fitness center with building heights reaching 42 feet, inclusive of architectural towers. The anchor building would range in height from 30 to 48 feet, and the buildings on the north side of the site would range from 25 to 38 feet. Tower elements for the project would reach a maximum height of 60 feet. None of the proposed building elements exceed the 65-foot limit of established avigational easements for the site.

### **Roadways and Site Access**

The proposed site plan modifies the internal circulation patterns of the original site plan, but it would not modify the access points of the original site plan. Vehicular access to the project site would primarily be provided via two driveways along Ventura Boulevard, one driveway along Springville Drive, and a connection to Overland Road at the northeastern corner of the site. Two additional driveways located along Ventura Boulevard are intended to accommodate delivery trucks. Additionally, truck deliveries to the anchor building would use Overland Road to access the site.

### **Parking and Loading**

General retail uses must provide a minimum of one parking space for every 250 square feet of floor area (i.e., 4/1,000). Outlet centers and superstores are required to provide one space per 200 square feet of floor area (i.e., 5/1,000). The number of parking spaces required for in-line restaurant uses within the shopping center depends on the percentage of restaurant floor area in the shopping center. If in-line restaurant space does not exceed 15% of the total shopping center floor area, then such in-line restaurant space must

provide one space per 250 SF of floor area. Freestanding restaurants, bars and in-line restaurants exceeding 15% of the center's total floor area must provide (1) one space for each three fixed seats or for each 45 square feet available for seating, whichever is greater, and (2) one space for each 100 square feet of non-customer area including storage areas and utility space. Health clubs are required to provide (1) one space for every 40 square feet of open floor area devoted to group exercise activities, and (2) one space for every 250 square feet of exercise equipment area. Where parking requirements are based on floor area, restrooms, utility rooms, equipment rooms, duct space and stair wells are excluded from the floor area.

The total number of parking spaces required for the project would ultimately depend on the final mix of uses, and the Director of Community Development may approve up to a ten percent reduction in the required number of parking spaces. Based on the gross square footage for the proposed mix of uses, the total required number of parking spaces is 2,346 spaces. The project is proposed to provide a total of 2,205 parking spaces, or approximately 4.5 stalls per 1,000 square feet. The Project's parking configuration includes 2,132 standard size stalls, 26 compact stalls, 47 handicap stalls, 4 EV charging stations, 34 motorcycle stalls and 13 bike stalls.

### **Master Sign Program**

The proposed project would include a comprehensive master sign plan that provides both shopping center and tenant identification that is modern and responsive to the location and marketing needs for the success of the project. Consistent with Condition of Approval No. 200 of the existing entitlements, the project applicant would submit a comprehensive sign program to the Director of Community Development for approval as part of a separate filing.

The sign program is proposed to include monument signs at the project's main entrances from Ventura Boulevard and Springville Drive, a shopping center identification monument sign at the corner of Springville Drive and Ventura Boulevard and an anchor building identification monument sign along Springville Drive in the northwestern portion of the site. The project would also include two freeway pylon signs located along the northern portion of the site. Additionally, tenant identification signage and traffic directional signage would be provided.

### **Landscaping**

Approximately 19% of the project site would be landscaped, which is consistent with the requirements of the CPD. The proposed landscaping palette identifies 95% of the plantings as being of low to moderate water use. A landscaped pedestrian walkway would bisect the surface parking lot and connect the retail uses on the north side of the Site to the larger stores on the south side. The project would also provide an approximately 30-foot landscaped front yard along Ventura Boulevard. Assisting in the reduction of water use for landscape maintenance would be hydro-zone grouping of plant species based on water required to sustain them; the use of turf alternatives; the use of decomposed granite, crushed aggregate,

or shredded bark mulch in planting areas to reduce moisture loss; the use of automatic irrigation systems with rain sensors; and the use of in-line drip tubing.

### **Utilities and Infrastructure**

The utilities and infrastructure aspects of the proposed project would be similar to those of the approved project.

### **Project Phasing**

The project applicant is proposing to develop the project in a single phase, but has requested that the project approvals provide the flexibility to phase the development as dictated by economic conditions. If the circumstances at the time of construction warrant phasing of the project, phase I would consist of approximately 329,438 square feet of building area to be constructed on the eastern and southwestern portions of the site. Phase II would then consist of the construction of the anchor building in the western portion of the site.

## **DISCRETIONARY ACTIONS AND APPROVALS**

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

- **Commercial Planned Development Modification CPD-226M(3):** The project applicant is requesting approval of CPD-226M(3) to change the layout of the site plan for the project site.
- **Tentative Tract Map TT-5880:** The project applicant is requesting approval of TT-5880 to subdivide the property into eight (8) lots.
- **Condition Use Permit CUP-372:** The project applicant is requesting approval of CUP-372 to permit building heights greater than 35 feet.
- **Conditional Use Permits CUP-374 and CUP-375:** The project applicant is requesting approval of CUP-374 and CUP 375 to permit the sale of a full line of alcoholic beverages for off-site consumption. One of the permits would be assigned to the anchor building and the other would be assigned to Building 18.

# EVALUATION OF ENVIRONMENTAL IMPACTS

## INTRODUCTION

This section of the Subsequent MND summarizes the conclusions of the the Final MND 2006-17 and evaluates the potential environmental impacts of the project as modified by the proposed site plan, architecture, and changed circumstances. The discussions follow the organization of the Initial Study Checklist and Environmental Impact Analysis in the Final MND with updates based on recent revisions to the CEQA Guidelines.

## IMPACT ANALYSIS

<b>1. AESTHETICS</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Final MND 2006-17 determined that the original project would have less than significant impacts related to effects on a scenic vista, and damage to scenic resources including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway (Initial Study Checklist items 1a and 1b). The original project could, however, substantially degrade the existing visual character or quality of the site and its surroundings (Initial Study Checklist item 1c). Implementation of the following mitigation measure would reduce this impact to a less than significant level.

AES-1 The project building and landscaping design shall conform to all development regulations and design standards in the Airport North Specific Plan.

The original project could also create a new source of light or glare which could adversely affect day or nighttime views in the area (Initial Study Checklist item 1d). Implementation of the following mitigation measures were determined to reduce this impact to a less than significant level.

AES-2 Outdoor lighting shall be designed and installed in accordance with regulations in the Airport North Specific Plan, Section IV. Design Guidelines, E. Lighting:

- Project lighting should be concentrated at the main entries and along major plazas or architectural features or landscape features;
- Decorative lights standards that complement the architectural elements of the building design shall be used;
- Buildings and tree groves shall be up-washed with light to emphasize architecture;
- Low-intensity, energy efficient parking lot lighting shall be used. Parking lot lights should be secondary to the illumination of buildings and landscaped features, and;
- Low-level, direct lighting shall be used on pedestrian walkways.

AES-3 The exterior of the proposed buildings shall be constructed of materials such as tinted non-reflective glass and pre-cast concrete or fabricated wall surfaces.

Approval and implementation of the proposed project would not change the location, type, or amount of development originally evaluated in the Final MND and approved by the City of Camarillo City Council. As such, the site-specific impacts of the project as modified by the proposed site plan and architecture would be no different from those evaluated in the Final MND, the mitigation measures identified above would be applicable to the proposed project, and no new impacts associated with aesthetics would occur at the project site.

The anchor for the shopping center is anticipated to be a nationally recognized discount retailer that provides a variety of retail goods and services, including clothing, housewares, beauty supplies, sporting equipment, electronics and groceries. Preliminary floor plans show an overall square footage of approximately 157,801 square feet that includes approximately 83,500 square feet of general merchandise sales area and 31,500 square feet of grocery area. The remaining 42,501 square feet would consist of pharmacy (including a drive-through counter), garden center, and other ancillary uses. This is a use that was not envisioned under the previous project approvals. A concern that some people commonly have regarding uses like this is the potential for successful operations at this store to cause other existing stores within a community to close and, thus, result in aesthetic impacts in these other shopping areas. This is an aesthetic impact often referred to as urban decay.

The potential for urban decay impacts to occur most are greatest where a major tenant makes up a large portion of the existing retail space in a market area. In the case of this proposed project, the project site is

located in a mature retail market along the 101 Freeway. The City of Camarillo General Plan envisions the development of regional retail uses along the freeway corridor. This includes the Camarillo Premium Outlets, the Camarillo Town Center, the Camarillo Town Center West, all of which are located to the east of the project site. The Target store in the Camarillo Town Center offers similar retail services to the proposed anchor building and there have been no noticeable urban decay impacts within Camarillo as a result of the Target operations. The proposed anchor building constitutes approximately 30% of the building space within the proposed project site and a very small percentage of the overall commercial space along the 101 Freeway in Camarillo. Therefore, the potential for the proposed project to cause a physical aesthetic urban decay impact at other commercial areas within Camarillo is considered to be less than significant.

While the mitigation measures identified above would be applicable to the revised project, this Subsequent MND is revising mitigation measures AES-2 and AES-3 to be consistent with current city recommendations. Mitigation measures AES-2 and AES-3 are revised as follows:

AES-2 Outdoor lighting shall be designed and installed in accordance with regulations in the Airport North Specific Plan, Section IV. Design Guidelines, E. Lighting:

- Project lighting should be concentrated at the main entries and along major plazas or architectural features or landscape features;
- Decorative lights standards that complement the architectural elements of the building design shall be used;
- Buildings and tree groves should be up-washed with light to emphasize architecture;
- Low-intensity, energy efficient parking lot lighting shall be used. Parking lot lights should be secondary to the illumination of buildings and landscaped features, and;
- Low-level, direct lighting shall be used on pedestrian walkways.

AES-3 The exterior of the proposed buildings shall be constructed of materials such as tinted non-reflective glass and pre-cast concrete, stucco, or fabricated wall surfaces.

2. AGRICULTURE AND FORESTRY RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Ventura County Important Farmland 2010 map designates the entire project site as Prime Farmland and Farmland of Statewide Importance. However, the implementation of the Airport North Specific Plan allowed the conversion of agricultural uses in the Specific Plan area to urban uses and specifically designates the principal land uses for development within the Specific Plan area as limited to those listed in the Professional Office (PO), Commercial Planned Development (CPD), and Limited Manufacturing (LM) zones, and additionally: corporate offices and offices, research and development, mixed-use centers, commercial uses and hotel uses. Accordingly, the Airport North Specific Plan EIR identified the individual and cumulative loss of farmland in the Oxnard Plain as a significant adverse impact. Findings and facts indicated that certain social and economic factors outweighed the significant adverse impacts associated with conversion of agricultural land to non-agricultural use and a Statement of Overriding Considerations was thereby adopted. Therefore, Final MND 2006-17 determined that the original project

would have no new impact regarding the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), and would not conflict with existing zoning for agricultural use or a Williamson Act Contract (Initial Study Checklist items 2a and 2b). The original project would have a less than significant impact regarding changes in the environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use (Initial Study Checklist item 2e).

Approval and implementation of the proposed project would not change the location, type, or amount of development originally evaluated in the Final MND and approved by the City of Camarillo City Council. As such, the impacts of the project as modified by the proposed site plan and architecture would be no different from those evaluated in the Final MND and no new impacts on agriculture resources would occur. The site is zoned for commercial uses and there are no forest resources located at, or in the vicinity of, the project site (Initial Study Checklist items 2c and 2d). Therefore, no impacts to forest land would occur.

<b>3. AIR QUALITY</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Final MND 2006-17 determined that the original project would have a less than significant impact regarding a conflict with or obstruction of implementation of the applicable air quality management plan, exposure of sensitive receptors to substantial pollutant concentrations, or the creation of objectionable odors affecting a substantial number of people (Initial Study Checklist items 3a, 3d, and 3e). The original

project could, however, violate an air quality standard or contribute substantially to an existing or projected air quality violation, and 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 (Initial Study Checklist items 3b and 3c). Implementation of the following mitigation measures would reduce the construction-related air quality impacts to a less than significant level.

AQ-1 The project developer shall implement fugitive dust control measures in accordance with VCAPCD recommendations. 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:

- The area disturbed by clearing, grading, earthmoving, or excavation operations shall be minimized on a daily basis to prevent excessive amounts of dust.
- Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water should penetrate sufficiently to minimize fugitive dust during grading 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 person at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four consecutive 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 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 paved 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 the adjacent paved 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 The project developer 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:

- Keep all construction equipment in proper tune in accordance with manufacturer's specifications.
- Limit truck and equipment idling time to five minutes or less.
- Utilize alternative fuel construction equipment (i.e., compressed natural gas, liquid petroleum gas, and unleaded gasoline) to the extent that the equipment is readily available and cost effective in Ventura County (meaning that it does not have to be imported from another air basin, that the procurement of the equipment would not cause a delay in construction activities of more than two weeks, that the cost of the equipment use is not more than 20 percent greater than the cost of standard equipment).
- Lengthen the construction period during the smog season (May through October) to minimize the number of vehicles and equipment operating at the same time.

Implementation of the following mitigation measures would reduce the operational air quality impacts to a less than significant level.

AQ-3 The project developer 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 the commercial 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).

- Provide bus stops with shelters at locations along the project frontage with Ventura Boulevard. The number of bus stops shall be determined in consultation with Camarillo Area Transit.

AQ-4 The project developer shall contribute a total of \$667,502 to a TDM fund managed by the City of Camarillo.

Approval and implementation of the proposed project would not change the location, type, or amount of development originally evaluated in the Final MND and approved by the City of Camarillo City Council. The number of vehicle trips and associated air pollutant emissions associated with the project would not change. As such, the impacts of the project as modified by the proposed site plan and architecture would be no different from those evaluated in the Final MND, the mitigation measures identified above would be applicable to the revised project, and no new air quality impacts would occur.

4. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modification, 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Final MND 2006-17 determined that the original project would have no impact regarding 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 regulation, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service (Initial Study Checklist item 4a). The original project would have no impact regarding a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the

California Department of Fish and Game or U.S. Fish and Wildlife Service (Initial Study Checklist item 4b). The original project would also have no impact on federally protected wetlands as defined by Section 404 of the Clean Water Act through direct removal, filling, hydrological interruption, or other means (Initial Study Checklist item 4c). The original project would have a less than significant impact regarding a substantial interference with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impeding the use of native wildlife nursery sites (Initial Study Checklist item 4d). The original project would have no impact regarding a conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or a conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan (Initial Study Checklist items 4e and 4f).

Approval and implementation of the proposed project would not change the location, type, or amount of development originally evaluated in the Final MND and approved by the City of Camarillo City Council. As such, the impacts of the project as modified by the proposed site plan and architecture would be no different from those evaluated in the Final MND and no new impacts on biological resources would occur.

<b>5. CULTURAL RESOURCES</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Final MND 2006-17 determined that the original project would have no impact regarding a substantial change in the significance of a historical resource as defined in §15064.5 of the CEQA Guidelines (Initial Study Checklist item 5a). The impacts of the original project regarding a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5 of the CEQA Guidelines, the potential to directly or indirectly destroy a unique paleontological resource or site or unique geological feature, and

the potential to disturb any human remains, including those outside of formal cemeteries were determined to be potentially significant unless mitigation was incorporated (Initial Study Checklist items 5b, 5c, and 5d). Implementation of the following mitigation measure would reduce the potential impacts to unknown archaeological resources to a less than significant level.

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.

Implementation of the following mitigation measure would reduce the potential impacts to unknown paleontological resources to a less than significant level.

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.

Implementation of the following mitigation measure would reduce the potential impacts to unknown human remains to a less than significant level.

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.

Approval and implementation of the proposed project would not change the location, type, or amount of development originally evaluated in the Final MND and approved by the City of Camarillo City Council. As such, the impacts of the project as modified by the proposed site plan would be no different from those evaluated in the Final MND and no new impacts on cultural resources would occur. While the mitigation measures identified above would be applicable to the revised project, this Subsequent MND is revising mitigation measure CR-1 to provide better clarification regarding the handling of discovered archaeological resources and to be consistent with current city mitigation. Mitigation measure CR-1 is revised as follows:

CR-1 The project developers shall include in construction contracts the requirement that construction activities be halted if any archaeological materials are encountered during the course of project development. The services of a professional 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.

In the event that cultural resources are discovered, the handling will differ depending on the nature of the artifacts. However, it is understood that all artifacts with the exception of human remains and related grave goods or sacred objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the professional archaeologist. In the event that the archaeologist identifies resources of a prehistoric or Native American origin, a Native American observer of Chumash origin shall be retained to accompany the archaeologist for the duration of the grading phase to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. All items found in association with Native American human remains will be considered grave goods or sacred in origin and subject to special handling pursuant to State law. The remainder of the Native American artifact assemblage will be inventoried, analyzed, and prepared in a manner for reburial at the project site and/or curation, and the archaeological consultant will deliver the materials to an accredited curation facility approved by the City of Camarillo within a reasonable amount of time.

Nonnative American artifacts will be inventoried, assessed, and analyzed for cultural affiliation, personal affiliation (prior ownership), function, and temporal placement. Subsequent to analysis and reporting, these artifacts will be subjected to curation or returned to the property owner, as deemed appropriate.

A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report and inventory, when submitted to the City of Camarillo Department of Community Development and the UCLA Archaeological Information Center, will signify completion of the program to mitigate impacts to archaeological and/or cultural resources.

This Subsequent MND is also revising mitigation measure CR-2 to include the city in the reporting of any paleontological resources that might be discovered at the project site. Mitigation measure CR-2 is revised as follows:

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, or California State University at Long Beach, to assess the resources and evaluate the impact. Copies of the paleontological survey, study, or report shall be submitted to the Department of Community Development.

6. GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
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.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Final MND 2006-17 determined that the original project would have no impact regarding the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides [Initial Study Checklist item 6a(iv)]. The original project would also have no impact regarding soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater (Initial Study Checklist item 6e). The original project would have a less impact regarding the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving the 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, or strong seismic groundshaking [Initial Study Checklist items 6a(i) and 6a(ii)]. The original project would also have a less than significant impact regarding the substantial erosion or loss of topsoil; development on a geologic unit 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; or the development on expansive soil as identified in Table 18-1-B of the Uniform Building Code (1984), creating substantial risk to life or property (Initial Study Checklist items 6b, 6c, and 6d). However, the impact of the original project regarding the exposure of people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction was determined to be potentially significant unless was mitigation incorporated [Initial Study Checklist item 6a(iii)]. Implementation of the following mitigation measure would reduce this potential impact to a less than significant level.

GEO-1 The project shall comply with the recommendations listed on pages 15 through 26 of the Preliminary Due Diligence Geotechnical Investigation, 50 Acres Agricultural Property, South of 101 Freeway and Bajo Agua, Camarillo by Geolabs-Westlake Village, December 20, 2005.

Approval and implementation of the proposed project would not change the location, type, or amount of development originally evaluated in the Final MND and approved by the City of Camarillo City Council. As such, the impacts of the project as modified by the proposed site plan would be no different from those evaluated in the Final MND and no new impacts associated with geology and soils would occur. Updated geotechnical investigations have been prepared by Geocon West, Inc. in December 2013 and December 2015 and reviews by the City of Camarillo. The proposed project would be subject to the current building standards and recommendations from these more-recent geotechnical investigations. Compliance with these recommendations is both proposed and mandatory, and, as such, mitigation measure GEO-1 is no longer applicable to the proposed project.

7. GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Final MND 2006-17 did not evaluate greenhouse gas emissions since the MND was prepared and approved before the CEQA Guidelines were amended in 2010 to include thresholds of significance for greenhouse gas emissions. Development of the project site under the existing entitlements does not require a renewed evaluation of greenhouse gas emissions impacts. However, the following information is provided to inform the public and the City of Camarillo of the potential impacts of the project under current CEQA standards.

*Explanation of Checklist Answers*

**Background**

Greenhouse gas (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 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 (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur hexafluoride (SF<sub>6</sub>), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H<sub>2</sub>O). CO<sub>2</sub> 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 CO<sub>2</sub> equivalents (CO<sub>2</sub>e).

In 2005, in recognition of California's vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05 on June 1, 2005, which calls for a reduction in GHG emissions to 1990 levels by 2020 and for an 80 percent reduction in GHG emissions below 1990 levels by 2050 in California. The Secretary of the California Environmental Protection Agency (CalEPA) was charged with coordination of efforts to meet these targets and formed the Climate Action Team (CAT) to implement the Order.

In March 2006, the CAT published the Climate Action Team Report to Governor Schwarzenegger and the Legislature (the 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 proposed 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 Scoping Plan was approved by the ARB on December 11, 2008. According to the September 23, 2010 AB 32 Climate Change Scoping Plan Progress Report, 40 percent of the reductions identified in the Scoping Plan have been secured through ARB actions and California is on track to its 2020 goal.

In April 2015, Governor Brown signed Executive Order B-30-15 which establishes a new interim target to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030. This interim target is established to ensure that the state meets its target of reducing GHG emissions to 80 percent below 1990

levels by 2050. Five key goals for reducing GHG emissions through 2030 include: 1) increasing renewable electricity to 50 percent; 2) doubling the energy efficiency savings achieved in existing buildings and making heating fuels cleaner; 3) reducing petroleum use in cars and trucks by up to 50 percent; 4) reducing emissions of short-lived climate pollutants; and 5) managing farms, rangelands, forests and wetlands to increasingly store carbon.

While California has a high amount of total GHG emissions, it has low emissions per capita. California ranks fourth lowest of the 50 states in carbon dioxide emissions per capita. The major source of GHG in California is transportation, contributing approximately 37 percent of the state's total GHG emissions. Industrial sources are the second largest generator, contributing approximately 23 percent of the state's GHG emissions. Residential sources contribute only about seven percent of the state's GHG emissions. This is less than the eight percent generated by agriculture.

**7a Less Than Significant Impact.** There are several unique challenges to analyzing greenhouse gas 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 may be substantial, the GHG emissions from a single general development project would have no noticeable effect on global climate.

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;<sup>1</sup> 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.

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. While the ARB published some draft thresholds several years ago, they were never adopted and the ARB recommended that local air districts and lead agencies adopt their own thresholds for GHG impacts.

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 South Coast Air Quality Management District (SCAQMD) is also considering these strategies for land use projects.

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<sup>1</sup> 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.

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 staff believe 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 metric tons CO<sub>2</sub>e (MTCO<sub>2</sub>e) 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 MTCO<sub>2</sub>e/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 MTCO<sub>2</sub>e/year), commercial projects (1,400 MTCO<sub>2</sub>e/year), and mixed-use projects (3,000 MTCO<sub>2</sub>e/year). Under option 2 a single numerical screening threshold of 3,000 MTCO<sub>2</sub>e/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 MTCO<sub>2</sub>e per service population for project level analyses and 6.6 MTCO<sub>2</sub>e 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 analysis utilizes the SCAQMD's draft tiered thresholds of significance. The SCAQMD's draft 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 1. As shown, the annual emissions would exceed the draft 3,000 MTCO<sub>2e</sub> threshold for mixed-use projects. Therefore, the analysis moves to Tier 4.

**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 majority of people visiting a 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 uses, including employees, customers, and vendors.

**TABLE 1 - ESTIMATED PROJECT GREENHOUSE GAS EMISSIONS**

Emissions Source	CO <sub>2</sub> e in Metric Tons per Year
Area Sources	9.40
Energy Sources	1,670.80
Mobile Sources	11,982.00
Waste Disposal	50.10
Water and Wastewater	228.10
Total Emissions	13,931.00
SCAQMD Draft Tier 3 Threshold	3,000
Exceeds Threshold?	Yes

CalEEMod result sheets are provided in Appendix B.

The number of employees at the proposed commercial uses has not been identified at the time that this Draft Subsequent MND 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.

The proposed commercial uses would generate approximately 19,306 vehicle trips per day. Dividing this number by two identifies a conservative project service population of approximately 9,653 employees, customers, and vendors.

Dividing the 13,931 MTCO<sub>2</sub>e annual GHG emissions by the 9,653 service population yields an efficiency of 1.44 MTCO<sub>2</sub>e 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 MTCO<sub>2</sub>e 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.

- 7b Less Than Significant Impact.** 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. The general intent of these plans, however is to reduce statewide GHG emissions to 1990 levels by 2020. Strategies and measures have been also been implemented on the state level by example of the new Title 24 CalGreen Code.

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 a 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 January 1, 2014 and supplemented as of July 1, 2015) were adopted to respond, amongst other reasons, to the requirements of AB 32. Specifically, new development projects constructed within California after January 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 (CCR, Title 24, Part 11).

As discussed previously, the SCAQMD's Tier 4 draft 4.8 MTCO<sub>2e</sub> 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 1.44 MTCO<sub>2e</sub> 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.

8. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Final MND 2006-17 determined that the original project would have no impact regarding the creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; the creation of significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into

the environment; the release of hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school; or the exposure of 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 (Initial Study Checklist items 7a, 7b, 7c, and 7h). The original project would have a less than significant impact regarding a safety hazard for people residing or working in the project area within the vicinity of a private airstrip, and the potential for the project to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Initial Study Checklist items 7f and 7g). However, the impact of the original project regarding the development 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, create a significant hazard to the public or the environment was determined to be potentially significant unless was mitigation incorporated (Initial Study Checklist item 7d). Implementation of the following mitigation measure would reduce this potential impact to a less than significant level.

HAZ-1 Prior to project development the project applicant/developer shall perform soil tests to determine if farm-related chemicals are present in the soil and at concentrations that exceed federal, state and/or local regulations, per the recommendations in the Phase I ESA. Any contaminated soils shall be remediated in accordance with all applicable laws and regulations.

The impact of the original project regarding a safety hazard for people residing or working in the project area on a site 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 was also determined to be potentially significant unless was mitigation incorporated (Initial Study Checklist item 7e). Implementation of the following mitigation measures would reduce this potential impact to a less than significant level.

HAZ-2 Prior to project development all building plans must be submitted to the City of Camarillo Department of Community Development to review for consistency with all applicable avigational easements.

HAZ-3 Any electronic equipment to be operated on-site which might interfere with airport operations will require a Federal Communications Commission (FCC) permit. Prospective users of such equipment would have to eliminate any interference through the use of insulation materials or other means approved by the City.

Approval and implementation of the proposed project would not change the location, type, or amount of development originally evaluated in the Final MND and approved by the City of Camarillo City Council. As such, the impacts of the project as modified by the proposed site plan and architecture would be no different from those evaluated in the Final MND, the mitigation measures identified above would be applicable to the revised project, and no new impacts associated with hazards and hazardous materials would occur.

9. HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Final MND 2006-17 determined that the original project would have no impact regarding the placement of 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 placement within a 100-year flood hazard area of structures which would impede or redirect flood flows; the exposure of 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 the exposure of people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow (Initial Study Checklist items 8g, 8h, 8i, and 8j). The original project would have less than significant impacts regarding the potential of the project to 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; the potential of the project to 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; the potential of the project to 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; the potential of the project to 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 potential of the project to otherwise substantially degrade water quality (Initial Study Checklist items 8b, 8c, 8d, 8e, and 8f). However, the impact of the original project regarding the potential for the project to violate any water quality standards or waste discharge requirements was determined to be potentially significant unless mitigation was incorporated (Initial Study Checklist item 8a). Implementation of the following mitigation measures would reduce the construction-related impacts to a less than significant level.

HYD-1 During construction, the project applicant shall implement all applicable and mandatory Best Management Practices (BMPs) in accordance with the SWPPP prepared for the project and the Ventura County / City of Camarillo Stormwater Management Program. These BMPs shall include, but not be limited, to the following:

- Erosion control procedures shall be implemented for exposed areas.
- Appropriate dust suppression techniques, such as watering or tarping, shall be used.
- Construction entrances shall be designed to facilitate removal of debris from vehicles exiting the site.
- Truck loads shall be tarped.

HYD-2 All construction equipment and vehicles shall be inspected for leaks of hazardous materials (including oil and gasoline) and all such leaks repaired according to a regular schedule, specified in the Grading Plan approved by the City of Camarillo Public Works Department.

Implementation of the following mitigation measure would reduce the operational impacts to a less than significant level.

HYD-3 The project shall be designed to comply with all applicable requirements of the Ventura County SQUIMP pertaining to the detention, treatment, and/or discharge of stormwater.

Approval and implementation of the proposed project would not change the location, type, or amount of development originally evaluated in the Final MND and approved by the City of Camarillo City Council. As such, the impacts of the project as modified by the proposed site plan would be no different from those evaluated in the Final MND and the mitigation measures identified above would be applicable to the revised project. However, as discussed in the Utilities and Service Systems section of this Subsequent MND (Section 17), the City of Camarillo does not know when a groundwater allocation transfer would be available to serve the proposed project under the current drought conditions. Any withdrawal of groundwater without an approved groundwater allocation transfer would cause a significant impact on groundwater supplies. Therefore, mitigation measure UTIL-8 (identified in the Utilities and Service Systems section) would be required to reduce the potential impact of the project to a less than significant level.

While the mitigation measures identified above would be applicable to the revised project, this Subsequent MND is revising mitigation measures HYD-1 and HYD-3 to be consistent with current city recommendations. Mitigation measures HYD-1 and HYD-3 are revised as follows:

HYD-1 During construction, the project applicant shall implement all applicable and mandatory Best Management Practices (BMPs) in accordance with the State General Construction NPDES Permit and related SWPPP prepared for the project and the Ventura County/Municipal Stormwater NPDES Permit. These BMPs shall include, but not be limited, to the following:

- Erosion and sediment control procedures shall be implemented for exposed areas.
- Appropriate dust suppression techniques, such as watering or tarping, shall be used.
- Construction entrances shall be designed to facilitate removal of debris from vehicles exiting the site.
- Truck loads shall be tarped.
- Material management BMPs shall be implemented.

HYD-3 The project shall be designed to comply with all applicable requirements of the Ventura County Municipal Stormwater NPDES Permit and related stormwater quality mitigation requirements pertaining to the detention, treatment, and/or discharge of stormwater.

10. LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Final MND 2006-17 determined that the original project would have no impact regarding the potential for the project to physically divide an established community or to conflict with any applicable habitat conservation plan or natural community conservation plan (Initial Study Checklist items 9a and 9c). The potential for the project to conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect was determined to be less than significant (Initial Study Checklist item 9b).

Approval and implementation of the proposed project would not change the location, type, or amount of development originally evaluated in the Final MND and approved by the City of Camarillo City Council. As such, the land use and planning impacts of the project as modified by the proposed site plan and architecture would be no different from those evaluated in the Final MND and no new land use and planning impacts would occur.

**11. MINERAL RESOURCES**

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

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| 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?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Final MND 2006-17 determined that the original project would have no impact on mineral resources (Initial Study Checklist items 10a and 10b). Approval and implementation of the proposed project would not change the location, type, or amount of development originally evaluated in the Final MND and approved by the City of Camarillo City Council. As such, the impacts of the project on mineral resources as modified by the proposed site plan and architecture would be no different from those evaluated in the Final MND and no new impacts would occur.

<b>12. NOISE</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<b>Would the project result in:</b>				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Final MND 2006-17 determined that the original project would have a less than significant impact regarding the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels; a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project; a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; and the potential for the project to expose people residing or working in the project area to excessive noise levels at a site 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 (Initial Study Checklist items 11a, 11b, 11c, 11d, and 11e). The original project would have no impact regarding the potential for the project to expose people residing or working in the project area to excessive noise levels at a site within the vicinity of a private airstrip (Initial Study Checklist item 11f).

Approval and implementation of the proposed project would not change the location, type, or amount of development originally evaluated in the Final MND and approved by the City of Camarillo City Council. The number of vehicle trips and associated traffic noise levels associated with the project would not change. As such, the noise impacts of the project as modified by the proposed site plan and architecture would be no different from those evaluated in the Final MND and no new noise impacts would occur.

13. POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Final MND 2006-17 determined that the original project would have a less than significant impact regarding the potential for the project to induce substantial population growth in an area, either directly or indirectly (Initial Study Checklist item 12a). The original project would have no impact regarding the potential for the project to displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere, or to displace substantial numbers of people, necessitating the construction of replacement housing elsewhere (Initial Study Checklist items 12b and 12c).

Approval and implementation of the proposed project would not change the location, type, or amount of development originally evaluated in the Final MND and approved by the City of Camarillo City Council. As such, the impacts of the project as modified by the proposed site plan would be no different from those evaluated in the Final MND and no new population and housing impacts would occur.

14. PUBLIC SERVICES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government 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:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other Public Facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Final MND 2006-17 determined that the original project would have a less than significant impact regarding the potential for the project to result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 objective for fire protection, parks, and other public facilities (Initial Study Checklist items 13a, 13d, and 13e). However, the impact of the original project regarding the potential for the project to result in substantial adverse physical impacts associated with the provision of new or physically altered government 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 objective for police protection and schools was determined to be potentially significant unless was mitigation incorporated (Initial Study Checklist items 13 b and 13c). Although considered to be less than significant, the following mitigation measures were recommended to ensure that impacts to fire protection remain less than significant.

PUB-1 The recommendations of the Ventura County Fire Department relative to fire safety shall be incorporated into the building plans, which includes the submittal of a plot plan for approval by the VCFD either prior to the recordation of a final map or the approval of a building permit.

PUB-2 The applicant shall comply with all applicable fire codes and pay any applicable fees to the Ventura County Fire Department prior to the recordation of a final map or the approval of a building permit.

Implementation of the following mitigation measure would reduce the impacts of the project on police protection services to a less than significant level.

PUB-2 The environmental design recommendations of the Camarillo Police Department shall be included in the review process and incorporated into the building plans to reduce opportunities for the commission of crimes.

Implementation of the following mitigation measure would reduce the impacts of the project on schools to a less than significant level.

PUB-3 Pursuant to Section 65595 of the Government Code, the project applicant shall be responsible for the payment of all applicable schools fees to the school district serving the project site to offset the impact of additional student enrollment at schools serving the project area.

Approval and implementation of the proposed project would not change the location, type, or amount of development originally evaluated in the Final MND and approved by the City of Camarillo City Council. As such, the impacts of the project as modified by the proposed site plan and architecture would be no different from those evaluated in the Final MND, the mitigation measures identified above would be applicable to the revised project, and no new impacts on public services would occur.

<b>15. RECREATION</b>	<b>Potentially Significant Impact</b>	<b>Less Than Significant With Mitigation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Final MND 2006-17 determined that the original project would have a less than significant impact regarding the potential for the project to 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 (Initial Study Checklist item 14a). The original project would have no impact regarding the inclusion of recreational facilities or the required construction or expansion of recreational facilities which might have an adverse physical effect on the environment (Initial Study Checklist item 14b).

Approval and implementation of the proposed project would not change the location, type, or amount of development originally evaluated in the Final MND and approved by the City of Camarillo City Council. As such, the impacts of the project as modified by the proposed site plan would be no different from those evaluated in the Final MND and no new recreation impacts would occur.

16. TRANSPORTATION/TRAFFIC	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Final MND 2006-17 determined that the impact of the original project regarding an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system was potentially significant unless mitigation was incorporated (Initial Study Checklist item 16a). Specifically, the original project was forecast to cause a significant impact during the P.M. peak traffic hour at the four intersections of Las Posas Road and Daily Drive [Level of Service (LOS) D], Las Posas Road and U.S. 101 northbound ramps (LOS E), Las Posas Road and U.S. 101 southbound ramps (LOS F), and Las Posas Road and Ventura Boulevard (LOS D). Implementation of the following mitigation measures would reduce this impact to a less than significant level.

TRA-1 The developer shall pay the Traffic Mitigation Fee as established by Camarillo Municipal Code (CMC) § 11.68. Payment of this fee reflects a pro-rata (fair share) of traffic mitigation measures within the City of Camarillo including, but not limited to, the widening of Las Posas Road between Ventura Boulevard and Daily Drive to add a northbound travel lane across the U.S. 101 Freeway overpass. The amount of fees to be paid shall be those in effect at the actual time of payment of such fees. Administrative Policy and Procedure No. 8.12 shall apply to capital facility fees.

TRA-2 The project applicant shall design, dedicate right-of-way, and construct intersection improvements to the Las Posas/Ventura Boulevard intersection to provide for the ultimate northbound approach cross section and appropriate transition to existing lane configurations and medians located south of Camarillo Center Drive. The ultimate cross section of Las Posas for the northbound approach to the Ventura Boulevard intersection shall include:

- a total of three (3) 12-foot northbound through lanes;
- a 5-foot northbound bike lane;
- one (1) dedicated 12-foot-wide northbound right-turn lane to provide 200 feet of storage and a 120-foot taper;
- two (2) 11-foot-wide northbound left turn lanes (i.e., dual left-turn lanes) to provide 200 feet of storage per lane and a 120-foot taper; and,
- a 14-foot raised median that aligns both northbound and southbound traffic lanes.

The project applicant shall be reimbursed for the total cost of this project by the CPG Partners, L.P., or subsequent developer of the project site for CPD-197M(1).

TRA-3 The project applicant shall design and construct the project to widen U.S. 101 Freeway northbound off-ramp at Las Posas Road to provide a dual-left turn and separate right-turn lane including associated traffic signal modifications. The project applicant shall be reimbursed for thirty-three percent (33%) of the cost of this project by the City of Camarillo when the conference center develops, and reimbursed an additional thirty-three percent (33%) of the cost of this project by the CPG Partners, L.P., or subsequent developer of the project site for CPD-197M(1).

TRA-4 The developer shall coordinate the design and construction of all project improvements with the city's Capital Improvement Project (CIP) ST-01-02, Springville Interchange. The developer shall dedicate sufficient right-of-way for the Springville Interchange project including Springville Drive.

TRA-5 The developer shall dedicate sufficient roadway right-of-way and construct the West Ventura Boulevard extension from the existing Home Depot Driveway to Springville Drive. The cross-

section of the West Ventura Boulevard extension shall be designed and constructed to be four (4) through lanes with designated left and right turn bays according to City of Camarillo standards.

TRA-6 The developer shall construct the West Ventura Boulevard extension from Springville Drive to Bajo Agua Avenue. The cross-section of the West Ventura Boulevard extension shall be designed and constructed to be four (4) through lanes with designated left and right turn bays according to City of Camarillo standards. The total cost of this project shall be completely (100 percent) reimbursed from future development.

TRA-7 The developer shall design and install traffic signage and striping to guide traffic traveling westbound on Daily Drive to the appropriate lane at the approach to the Las Posas Road/Daily Drive intersection.

TRA-8 The developer shall pay the County Traffic Impact Mitigation Fee (TIMF) to address the cumulative impacts of the Proposed Project on the Ventura County Regional Road Network.

The original project would have less than significant impacts regarding the potential for the project to exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways; the potential for the project to substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses ; the potential for the project to result in inadequate emergency access; or the potential for the project to conflict with adopted policies, plans, or programs supporting alternative transportation (Initial Study Checklist items 16b, 16d, 16e, and 16f). The original project would have no impact regarding the potential for the project to cause a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks (Initial Study Checklist item 16c).

Approval and implementation of the proposed project would not change the location, type, or amount of development originally evaluated in the Final MND and approved by the City of Camarillo City Council. The number of vehicle trips associated with the project would not change and the site access points would remain unchanged. As such, the impacts of the project as modified by the proposed site plan would be no different from those evaluated in the Final MND and no new transportation and traffic impacts would occur.

However, the Traffic and Circulation study for the original project was prepared before the U.S. 101 and Springville Drive Intersection was constructed, Springville Drive was constructed, and Ventura Boulevard was improved and extended. As such, it was based on projections of traffic conditions that were expected to occur once these improvements were constructed. All of these improvements have been constructed and are now complete. In addition, the improvements required under mitigation measures TRA-2 through TRA-7 have been implemented. All of this has resulted in substantially improved operations at the impacted intersections. As a result, the City Traffic Engineer has determined that an updated Traffic Impact Analysis is not necessary for the proposed project. Instead, data from the Traffic

and Circulation Study for the Springville Commercial Project, City of Camarillo, can be used to identify the potential traffic and circulation impacts of the proposed project. The Springville Commercial Project is proposed for the property to the west of the proposed project site and Springville Drive. The Traffic and Circulation Study for the Springville Commercial Project was prepared in August 2014, evaluated all of the same intersections as MND 2006-17 for the approved project, and includes the traffic forecasts for the Paseo Camino Real (now Amara) commercial project in its analyses of future traffic volumes. The Traffic and Circulation Study for the Springville Commercial Project is included as Appendix C to this Subsequent MND.

The existing intersection levels of service identified in the Springville Commercial Project Traffic and Circulation Study for the study-area intersections are presented in Table 2. As shown, all of the study area intersections are presently operating at LOS A during the A.M. peak hour and LOS A and B during the P.M. peak hour.

**TABLE 2 - 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.

The existing + approved (including Paseo Camino Real) and proposed (Springville Commercial Project) project intersection levels of service are identified in Table 3. As shown, all of the study-area intersections are forecast to operate at LOS B or better with the addition of traffic from both the Amara project site and

are forecast to operate at LOS B or better with the addition of traffic from both the Amara project site and the Springville Commercial Project. No significant impacts would occur.

**TABLE 3 - EXISTING + APPROVED AND PROPOSED PROJECTS  
INTERSECTION LEVELS OF SERVICE**

Intersection	Control	ICU/LOS	
		A.M. Peak Hour	P.M. Peak Hour
U.S. 101 NB & Central Ave.	Stop Sign	7.9 sec./LOS A	12.1 sec./LOS B
U.S. 101 SB & Central Ave.	Stop Sign	9.1 sec./LOS A	13.8 sec./LOS B
U.S. 101 NB & Springville Dr.	Signal	0.51/LOS A	0.69/LOS B
U.S. 101 SB & Springville Dr.	Signal	0.36/LOS A	0.64/LOS B
Springville Dr. & West Ventura Blvd.	Signal	0.33/LOS A	0.67/LOS B
Las Posas Rd. & Earl Joseph Dr.	Signal	0.34/LOS A	0.51/LOS A
Las Posas Dr. & Ponderosa Dr.	Signal	0.50/LOS A	0.70/LOS B
Las Posas Dr. & Daily Dr.	Signal	0.53/LOS A	0.63/LOS B
U.S. 101 NB & Las Posas Rd.	Signal	0.40/LOS A	0.56/LOS A
U.S. 101 SB & Las Posas Rd.	Signal	0.42/LOS A	0.50/LOS A
Las Posas Rd. & Ventura Blvd.	Signal	0.51/LOS A	0.69/LOS B

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

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

The City of Camarillo is no longer requiring mitigation measure TRA-8 since the County Traffic Impact Fee (TIMF) is incorporated in the city's Traffic Mitigation Fee required by mitigation measure TRA-1. Consequently, the only mitigation measure from the original MND that is still applicable to the proposed project is mitigation measure TRA-1.

17. Utilities and Service Systems	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Final MND 2006-17 determined that the original project would have no impact regarding the potential for the project to exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board, to 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, or to comply with federal, state, and local statutes and regulations related to solid waste (Initial Study Checklist items 17a, 17c, and 17g).

The impact of the original project regarding the potential for the project to 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 was determined to be potentially significant unless was mitigation incorporated (Initial Study Checklist item 17b). Implementation of the following mitigation measures would reduce this impact to a less than significant level.

UTL-1 Before the city issues a grading permit or approves the final map, the developer/project applicant shall guarantee the construction of a domestic water system and an irrigation system for landscaping in conformance with applicable City standards.

UTL-2 Water improvement plans shall be approved by the Fire Department, the City Engineer and the Calleguas Municipal Water District.

UTL-3 Sewer plans shall be approved by the City Engineer and the Camarillo Sanitary District. Before the city issues a grading permit or approves the final map, the developer/project applicant shall enter into an agreement with the District which specifies the funding mechanism for all wastewater conveyance facilities.

UTL-4 All industries proposing to connect to or discharge into the local sewer system shall first obtain the appropriate permit from the Camarillo Sanitary District.

UTL-5 Restaurant and commercial uses shall install grease interceptors.

The original project would result in less than significant impacts regarding the potential for the project to 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; have significant water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed; 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; or to be served by a landfill without sufficient permitted capacity to accommodate the project's solid waste disposal needs (Initial Study Checklist items 17d, 17e, and 17f). Although considered to be less than significant, the following mitigation measure was recommended to ensure that water supply impacts remain less than significant.

UTL-6 Drought-resistant vegetation shall be used in landscaping to reduce the demand for irrigation water. Water-conserving features, such as low volume water closets and lavatory faucets with limiting-flow valves, shall be installed in all project buildings.

Although considered to be less than significant, the following mitigation measure was recommended to ensure that solid waste impacts remain less than significant.

UTL-7 Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material.

Approval and implementation of the proposed project would not change the location, type, or amount of development originally evaluated in the Final MND and approved by the City of Camarillo City Council. As such, the impacts of the project as modified by the proposed site plan would be no different from

those evaluated in the Final MND and the mitigation measures identified above would be applicable to the revised project.

The previous agricultural uses at the project site were supplied with water by the Pleasant Valley County Water District. The water was supplied under an interruptible contract with the city. Estimated water consumption numbers were prepared as part of MND 2006-17 for CPD-226. The water demand for the proposed project would not exceed the estimates for the original project as estimated in MND 2006-17.

The City of Camarillo requires that new development projects provide their own supply of water which would then be transferred to the city and not cause additional burden to existing city water users. In the case of new developments at existing agricultural sites, the Fox Canyon Groundwater Management Agency (FCGMA) typically provides a groundwater allocation to the city up to two (2) acre-feet per year per acre developed.

At the present time, the state of California is suffering from a multi-year drought and the City of Camarillo has been instructed to reduce potable water use by itself and its customers. Beginning July 1, 2015, the imported water supplies delivered to the city are being cut back by 11 percent from that used in fiscal year 2013/2014. The FCGMA also adopted Emergency Ordinance E, which temporarily reduces the extraction allocations for all municipal and industrial operators within southern Ventura County. Under Ordinance E, groundwater allocation transfers from agricultural operations are temporarily suspended. It is unknown when groundwater allocation transfers from agricultural operations may resume. The City of Camarillo City Council also recently adopted amendments to its Water Conservation Ordinance to include additional water conservation measures. Under the current Stage 2 Water Supply Condition declared by the City Council, the Water Conservation Ordinance requires the applicants of all new development projects to demonstrate that the water demand of their projects would be offset either directly by developer-initiated programs, by the transfer of groundwater rights, or a payment to the city's new water conservation credit fund.

In the case of the proposed project, the City of Camarillo will not be able to obtain the agricultural groundwater allocation transfers unless the FCGMA resumes groundwater allocation transfers from agricultural operations or new sources of water are obtained. This means that the project applicant will either need to wait to develop and connect the project to the city's water service until groundwater allocation transfers resume or may 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 requirement is reflected as mitigation measure UTIL-8, which would reduce the potential impact of the proposed project to a less than significant level.

UTIL-8 The project developer shall wait to develop and connect the project to the city's water service until the Fox Canyon Groundwater Management Agency resumes groundwater allocation transfers from agricultural operations. If groundwater allocation transfers do not resume, or if the

developer wishes to connect the project to the City's water service before that time, the project developer 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.

18. Mandatory Findings of Significance	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Final MND 2006-17 determined that the original project would result in less than significant impacts regarding the potential for the project to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory; or have impacts that are individually limited, but cumulatively considerable (Initial Study Checklist items 18a and 18b). The impact of the original project regarding the potential for the project to have environmental effects, which would cause substantial adverse effects on human beings, either directly or indirectly was determined to be potentially significant unless mitigation was incorporated (Initial Study Checklist item 18c). Implementation of the mitigation measures identified previously would reduce this impact to a less than significant level.

Approval and implementation of the proposed project would not change the location, type, or amount of development originally evaluated in the Final MND and approved by the City of Camarillo City Council. As discussed throughout this analysis, some potential impacts have been eliminated (e.g., Transportation/Traffic), some mitigation measures have been revised, and a new potential impact associated with water supply under the current drought conditions has been identified. In all cases, the mitigation measures identified in this Subsequent MND would reduce the potential impacts of the proposed project to less than significant levels.