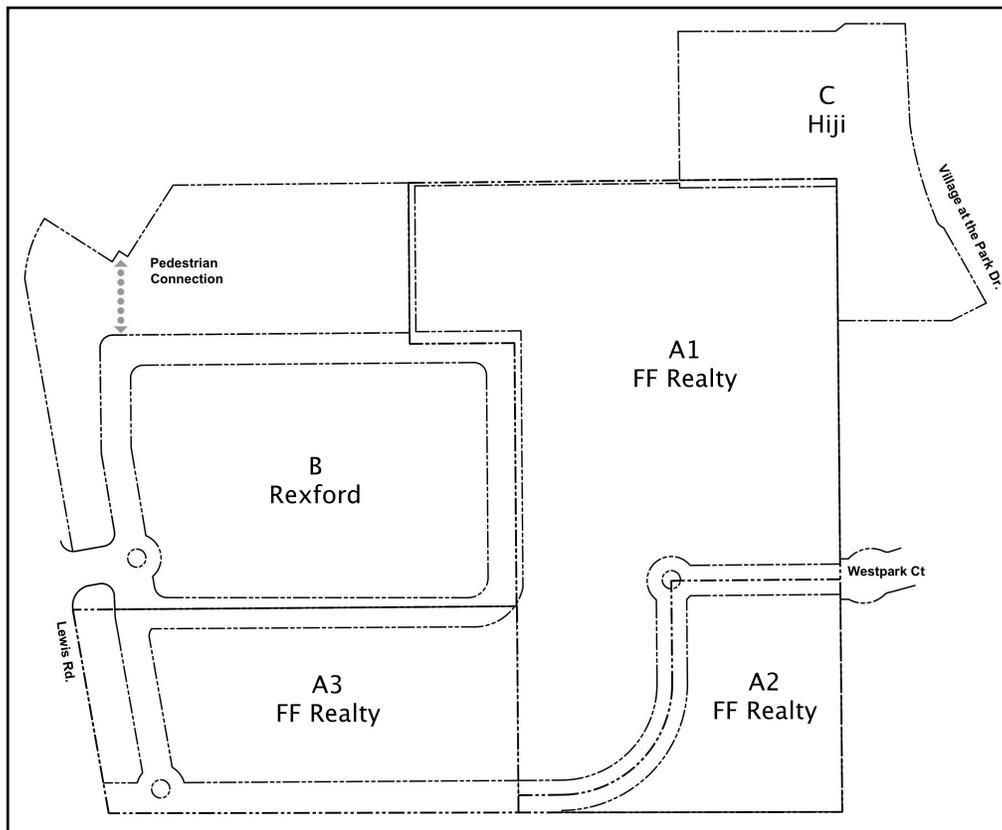


DRAFT MITIGATED NEGATIVE DECLARATION FOR VILLAGE GATEWAY CITY OF CAMARILLO, CALIFORNIA



June 2013

Prepared by:



The City of Camarillo has independently reviewed and approved the information presented in this document.

CITY OF CAMARILLO

MITIGATED NEGATIVE DECLARATION NO. 2013-5

This Mitigated Negative Declaration has been prepared based on the Initial Study evaluating the development of the proposed Village Gateway project (proposed project). If approved by the City of Camarillo, project implementation will change the land use, zoning, and specific plan designations of a 42.78-acre project site to permit the development of up to 1,072 multi-family apartment units.

Potentially significant environmental impacts associated with the proposed development and operation of the proposed project have been assessed in an Initial Study (attached to this Negative Declaration). This Mitigated Negative Declaration and the attached Initial Study have been prepared in accordance with the provisions of the California Environmental Quality Act of 1970 as amended and the CEQA Guidelines. The Initial Study is built upon the analyses, and incorporates the mitigation measures, from the Mitigated Negative Declaration 2010-1 for Dawson Drive Area Concepts and Design Guidelines and the Final Environmental Impact Report for the Village at the Park Specific Plan.

Section 15070 of the CEQA Guidelines indicates that a proposed Negative Declaration shall be prepared for a project subject to CEQA when either:

- a. The Initial Study shows that there is no substantial evidence that the project may have a significant effect on the environment, or
- b. The Initial Study identified potentially significant effects but:
 1. Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed Negative Declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 2. There is no substantial evidence before the agency that the project as revised may have a significant effect on the environment.

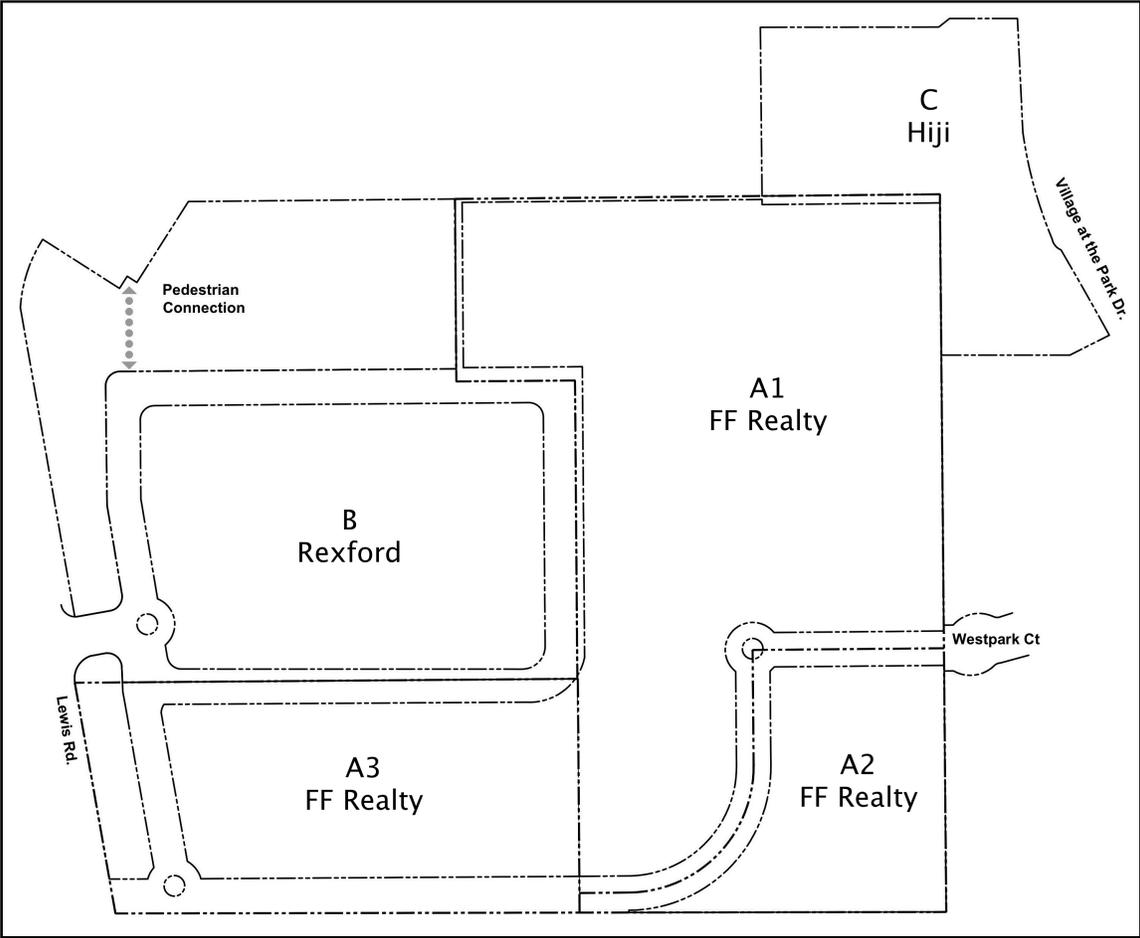
Based on the analysis provided in the Initial Study, the proposed project has the potential to significantly impact the local environment without mitigation. However, implementation of the 36 mitigation measures recommended in the Initial Study would reduce all potentially significant impacts to less than significant levels. Therefore, in accordance with CEQA, this Mitigated Negative Declaration has been prepared.

Section 15071 of the CEQA Guidelines indicates that a Negative Declaration circulated for public review shall include the following:

- a. A brief description of the project, including a commonly used name for the project, if any;
- b. The location of the project, preferably shown on a map, and the name of the project proponent;
- c. A proposed finding that the project would not have a significant effect on the environment;
- d. An attached copy of the Initial Study documenting reasons to support the finding; and
- e. Mitigation measures, if any, included in the project to avoid potentially significant effects.

The Initial Study is attached to this Mitigated Negative Declaration. All other applicable items (project description, location, and proposed findings) are included within the attached Initial Study. The mitigation measures recommended to reduce potentially significant impacts to less than significant levels are also identified in the Initial Study.

DRAFT INITIAL STUDY
FOR
VILLAGE GATEWAY
CITY OF CAMARILLO, CALIFORNIA



June 2013

Prepared by:



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Appendices (provided on CD)

Appendix A - Proposed Amended Dawson Drive Area Concepts and Design Guidelines

Appendix B - Proposed Village at the Park Specific Plan 2013 Addendum

Appendix C - Air Quality Analysis Calculation Data

Appendix D - Greenhouse Gas Analysis Calculation Data

Appendix E - Hazardous Materials Assessments

Appendix F - Preliminary Hydrology Report

Appendix G - Noise Analysis Calculation Data

Appendix H - Traffic and Circulation Study

Appendix I - Water Supply Assessment

INTRODUCTION

INTRODUCTION

The subject of this Initial Study is the requested approvals to change the land use, zoning, and specific plan designations of a 42.78-acre project site to permit the development of up to 1,072 multi-family apartment units. The project site is the former 3M/Imation facility at 300 South Lewis Road and three parcels of land within the Village at the Park Specific Plan area. The City of Camarillo is the lead agency under the California Environmental Quality Act (CEQA) for the proposed project.

Project Information

Project Title: Village Gateway

Project Location: 300 South Lewis Road, Camarillo, California

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

Contact Person: Steve Mitchell, Senior Planner, 805-388-5370

PURPOSES OF THE INITIAL STUDY

This *Initial Study* has been prepared in accordance with relevant provisions of the California Environmental Quality Act of 1970, as amended, and the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) as revised through February 15, 2013. Section 15063(c) of the CEQA Guidelines indicates that the purposes of an Initial Study are to:

1. Provide the Lead Agency (i.e., the City of Camarillo) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration;
4. Assist the preparation of an EIR, if one is required, by:
 - Focusing the EIR on the effects determined to be significant;
 - Identifying the effects determined not to be significant;
 - Explaining the reasons why potentially significant effects would not be significant; and

- Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
4. Facilitate environmental assessment early in the design of a project;
 5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;
 6. Eliminate unnecessary EIRs; and
 7. Determine whether a previously prepared EIR could be used with the project.

The City of Camarillo Procedures for the Conduct of Initial Studies was used along with other pertinent information for preparing the Initial Study for this project.

Determination that Initial Study should be conducted

If a project is subject to the requirements of CEQA and does not meet any exemption criteria, an Initial Study is used to determine if the project may have a significant effect on the environment. If the Director can determine that an EIR clearly will be required for the project, an Initial Study is not required but may still be made if determined to be desirable. If it is determined that an Initial Study is required for a project, all phases of project planning, implementation, and operation are considered in the environmental assessment of the project.

Use of the Initial Study

The Initial Study is intended to be used to provide information as the basis for the determination of whether a Negative Declaration or an EIR shall be prepared for a project. The Initial Study shall also be used to identify whether a program EIR, master EIR, tiering or another appropriate process can be used for analysis of the project's environmental effects.

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

Where a project is revised in response to an Initial Study so that potential adverse effects are mitigated to a point where no significant environmental effects will occur, a Negative Declaration shall be prepared instead of an EIR. If the project will still result in one or more significant effects on the environment after mitigation measures are added to the project, an EIR shall be prepared.

When the Initial Study concludes that no EIR is necessary, the Initial Study also provides documentation of the factual basis for the finding that the project will not have a significant effect on the environment.

ORGANIZATION OF THE INITIAL STUDY

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

Introduction: This section introduces the subject of this Initial Study.

Project Description: This section defines the project location, describes the physical characteristics of the project site, describes the project as proposed by the project applicants, and identifies the approvals requested of the City of Camarillo for project implementation.

Determination: — This section identifies the determination by the City of Camarillo as to whether a Negative Declaration or an EIR shall be prepared for the proposed project.

Evaluation of Environmental Impacts: — The Evaluation of Environmental Impacts is the primary focus of the Initial Study. An evaluation of potential environmental impacts is provided for each environmental issue identified in the 2013 CEQA Guidelines Appendix G Initial Study Checklist.

DOCUMENTS INCORPORATED BY REFERENCE

The following reports are applicable to development of the proposed project site and are hereby incorporated by reference:

- *City of Camarillo General Plan*, various dates.
- *City of Camarillo Public Review Draft Safety Element 2012*, November 2012.
- *Dawson Drive Industrial Area Concepts & Design Guidelines*, approved May 12, 2010.
- *Mitigated Negative Declaration 2010-1 for Dawson Drive Area Concepts and Design Guidelines*, approved May 12, 2010.
- *Village at the Park Specific Plan*, adopted October 10, 2001.
- *Final Environmental Impact Report for Village at the Park, GPA 99-2, EIR No. 99-25, SCH# 2000011063*, certified October 10, 2001.

These reports are available for review at:

Public Service Counter
City of Camarillo Department of Community Development
601 Carmen Drive, Camarillo, CA 93010
805-388-5300

Hours: Monday - Friday: 8:00 am through 5:00 pm.

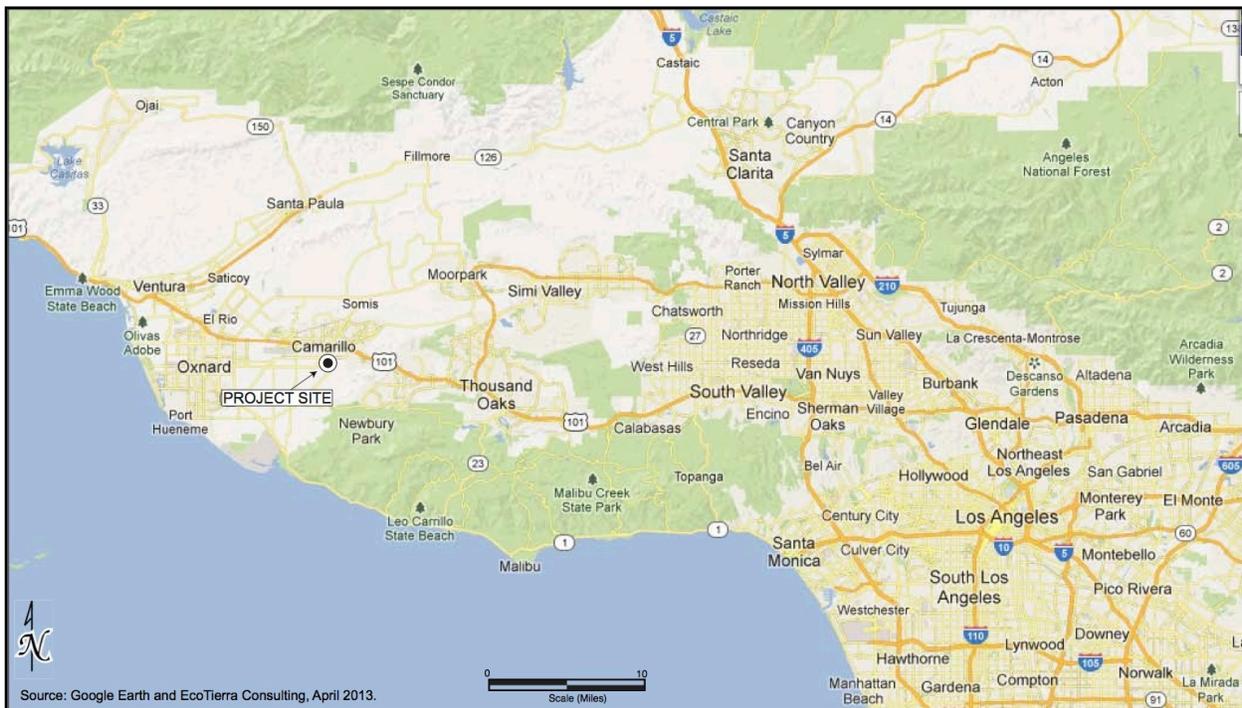
PROJECT DESCRIPTION

ENVIRONMENTAL SETTING

Project Site Location

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

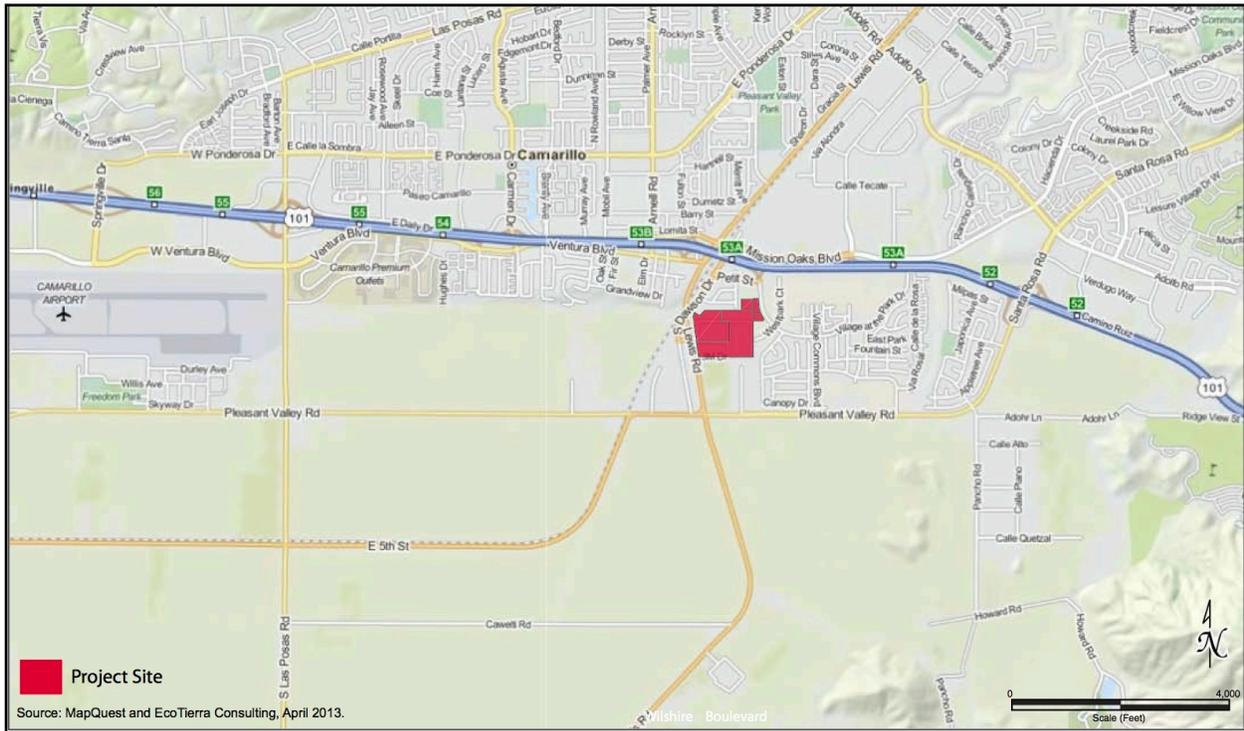
FIGURE 1 - REGIONAL LOCATION MAP



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

The proposed project site is generally located east of Lewis Road midway between U.S. Highway 101 and Pleasant Valley Road as illustrated in Figure 2. The primary address for the project site is 300 South Lewis Road.

FIGURE 2 - LOCAL VICINITY MAP



Description of the Project Site and Existing Land Uses

The proposed project site consists of five parcels (properties) of land totaling approximately 47.78 acres. The five parcels are illustrated in Figure 3. The five parcels are under the ownership of three separate entities. These entities and the Assessor’s Parcel Numbers (APNs) for their respective properties are as follows:

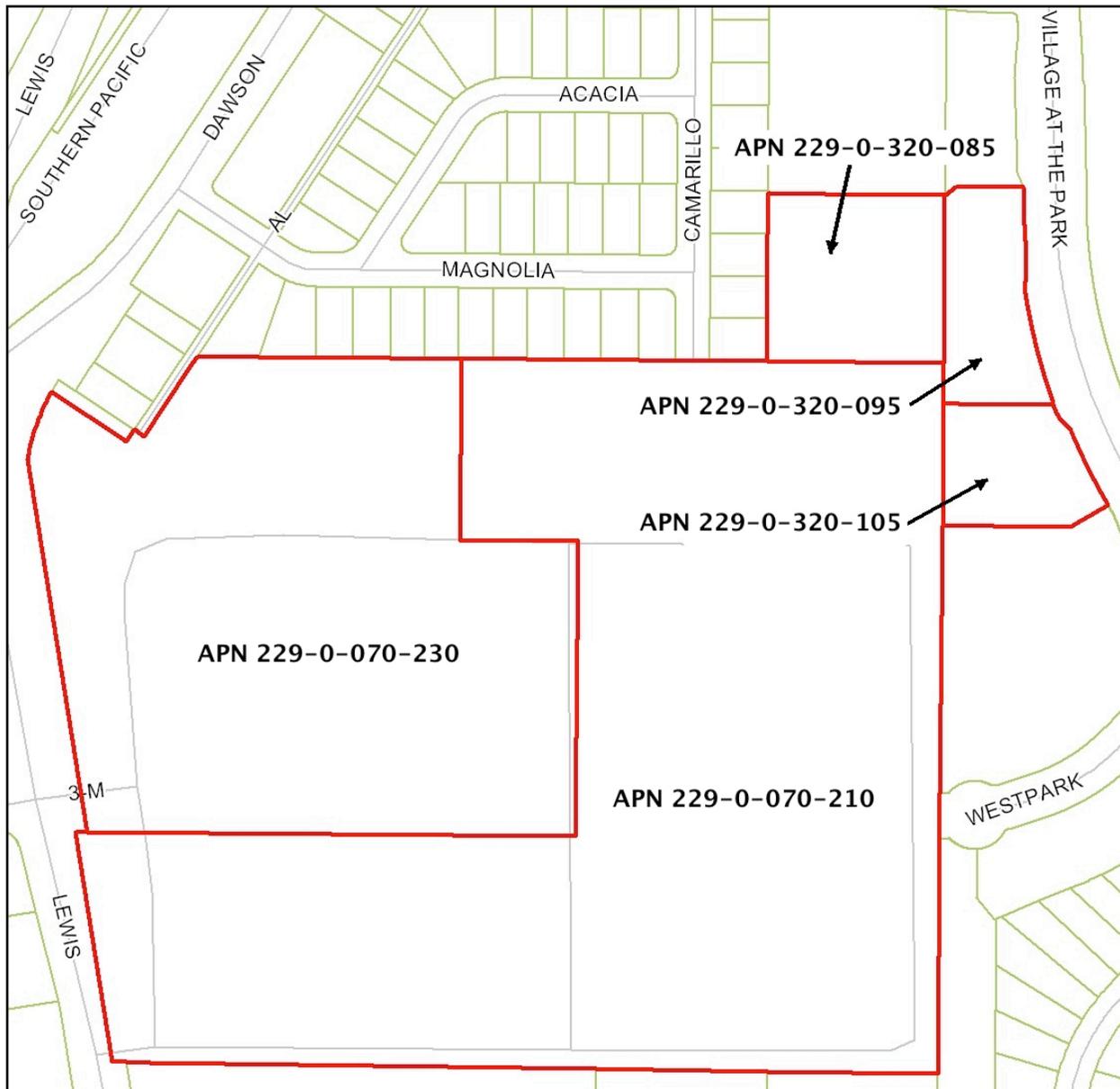
Component A: FF Realty - APN 229-0-070-210

Component B: Rexford Industrial - APN 229-0-070-230

Component C: Hiji Investment Co. - APN 229-0-320-085, APN 229-0-320-095, and APN 229-0-320-105

This Initial Study refers to the ownership of the applicable parcels when discussing the various areas of the proposed project site.

FIGURE 3 - EXISTING PROJECT SITE PARCEL MAP



Between 1963 and 2008 the FF Realty and Rexford properties contained an industrial facility owned and operated by 3M. The name of the facility changed on July 1, 1996 when 3M spun off its data storage business and created Imation Corporation. The facility continued operations until December 2008 when Imation Corporation closed the facility. An Imation sign is still located at the site along Lewis Road. Access to the facility was provided by two connections along Lewis Road. The FF Realty parcel (Component A) was previously developed with a 115,000-square-foot building for the manufacture of magnetic media and data recording products. Ancillary structures and features included a solvent recovery area, solvent recovery water containment basin, solvent recovery tank farm, hazardous waste storage area, wet scrap dryer, raw materials tank farm, electrical substation, fire pump house, and an

athletic field for employee soccer and baseball. The Rexford property (Component B) was developed with one building totaling approximately 218,000 square feet. This building was used for the packaging, storage, and distribution of the magnetic media and data recording products and is still active under the State General Construction NPDES Permit under WDID No. 456C361915.

The manufacturing facility at the FF Realty property was demolished in 2011. A stockpile of crushed concrete is located in the eastern portion of the FF Realty property. The athletic field remains at the west leg of the property although it is minimally maintained and no longer used for athletic activities. The remainder of the property is largely unpaved surfaces with smaller areas of paved roads. Open pits from a 2011 hazardous materials investigation of the property occur in several locations throughout the property. Landscaping from the previous 3M/Imation facility occur within this property and include three large ficus trees, five olive trees, and several perimeter trees and bushes. The perimeter landscaping continues to be maintained at the property.

The industrial building at the Rexford property was not demolished along with the manufacturing building and has, instead, been refurbished and leased out to several tenants. The building is mostly occupied and current tenants include Koltov Inc., eCycle, Camarillo Custom Crush Winery, California Heat Volleyball, Coach Patty's Gymnastics, Calvary Chapel, B&B Electric, and Americaware. The building occupies approximately 33 percent of the property land area. The remaining areas of the property consist of asphalt parking areas, concrete walkways, and minor landscaped areas. The landscaping is provided around the northern and western perimeters of the property as well as in areas around the industrial building.

Vehicular access to the former 3M/Imation parcels continues to be provided via the two connections from Lewis Road at Dawson Place and 3M Drive. Pedestrian access is available at the two vehicular access points.

Hiji parcels (Component C) APN 229-0-320-095, and APN 229-0-320-105 are within the Village at the Park Specific Plan area located to the immediate east of the former 3M/Imation parcels along Village at the Park Drive. The Village at the Park Specific Plan was approved by the City of Camarillo City Council in 2001 and addresses the planned development of a variety of uses on the 330-acre Village at the Park project site. Prior to and shortly after approval of the Specific Plan in 2001 the Village at the Park project site was under agricultural operation and coexisted with the 3m/Imation facility. The Village at the Park site is largely developed with residential, commercial, public, and quasi-public uses. The Hiji portion of the proposed project site, however, is undeveloped with the exception of three covered parking garages.

Applicable Land Use Plans

The current General Plan land use designation for the FF Realty and Rexford properties is Industrial and the underlying zoning is M-1 (Light Manufacturing). With regard to the Hiji properties, APN 229-0-320-085 is currently designated Industrial by the General Plan with an underlying zoning of M-1.

APN 229-0-320-095 and APN 229-0-320-105 are designated General Commercial and are zoned CPD (Commercial Planned Development).

The FF Realty and Rexford properties are also located within the Dawson Drive Industrial Area and are subject to the Dawson Drive Industrial Area Concepts and Design Guidelines (the Guidelines). In addition, the two properties are located within the Imation and EJM Properties sub-area of the Dawson Drive Industrial Area. The Guidelines state that the Imation and EJM Properties sub-area of the Dawson Drive Industrial Area is suitable for development/redevelopment. As to the land uses that are envisioned for the former Imation properties, the Guidelines state that:

To improve the quality and composition of uses in the Dawson Drive area it is desired that the reuse of the Imation site is consistent with any higher quality business parks found in Camarillo. Uses such as offices, banks, restaurants, and service uses would be encouraged. No unique design style is suggested.

Two of the Hiji properties (APN 229-0-320-095 and APN 229-0-320-105) are subject to the development and design guidelines of the Village at the Park Specific Plan.

Surrounding Land Uses

The area to the north of the FF Realty and Rexford properties and to the west of the Hiji property is developed with single family residential uses referred to as the Calleguas Gardens neighborhood. Commercial and light industrial uses are located along Dawson Drive to the north of the Rexford property. A hotel is located to the north of the Hiji properties within Village at the Park. An agricultural field owned by EJM Industrial and the Constitution Avenue Industrial Area are located to the south of the FF Realty property. Residential uses and the Camarillo YMCA are located to the east of the project site within Village at the Park, and industrial uses and a rail line are located to the west of the project site and Lewis Road.

PROJECT CHARACTERISTICS

Proposed General Plan Amendment, Changes of Zone, and Specific Plan Amendments

The project applicants are requesting approval from the City of Camarillo to change the land use, zoning, and specific plan designations of the project site to permit the development of multi-family apartment units. FF Realty and Rexford Industrial are requesting approval of the amended Dawson Drive Area Concepts and Design Guidelines (amended Guidelines) to identify residential as the preferred land use for the Imation site and to incorporate new building design standards consistent with the Village at the Park Specific Plan for the residential uses that would be developed at these two properties. The draft

amended Guidelines are provided as Appendix A to this Initial Study. Hiji Investment Co. is requesting approval of the Village at the Park Specific Plan 2013 Addendum to include APN 229-0-320-085 in the Specific Plan area and to identify residential as the preferred land use for the Hiji property within the Specific Plan area. The proposed Village at the Park Specific Plan 2013 Addendum is provided as Appendix B to this Initial Study. The requested RPD 30U zoning designation would permit the development of up to 1,072 apartment units throughout the project site. The residential buildings envisioned for the site would be a maximum of three stories in height and would be similar to other multi-family developments recently constructed in Camarillo such as those located along Flynn Road north of Adolfo Road.

As discussed previously, the Rexford property is developed with an industrial building that is largely occupied. The owner of that property is not proposing the development of residential uses at the present time and there is the possibility that residential uses may not be developed on that property for several years, if ever. Therefore, this Initial Study evaluates the potential environmental impacts of two separate project development scenarios. Development Scenario 1 assumes the partial development of the project site with residential development occurring at the vacant FF Realty and Hiji properties with the Rexford site continuing to operate with light industrial uses. A total of up to 722 apartment units would be developed under Development Scenario 1. Development Scenario 2 assumes the demolition of the existing industrial building and the ultimate development of the project site with up to 1,072 apartment units.

The preliminary site plan for the proposed project is illustrated in Figure 4.

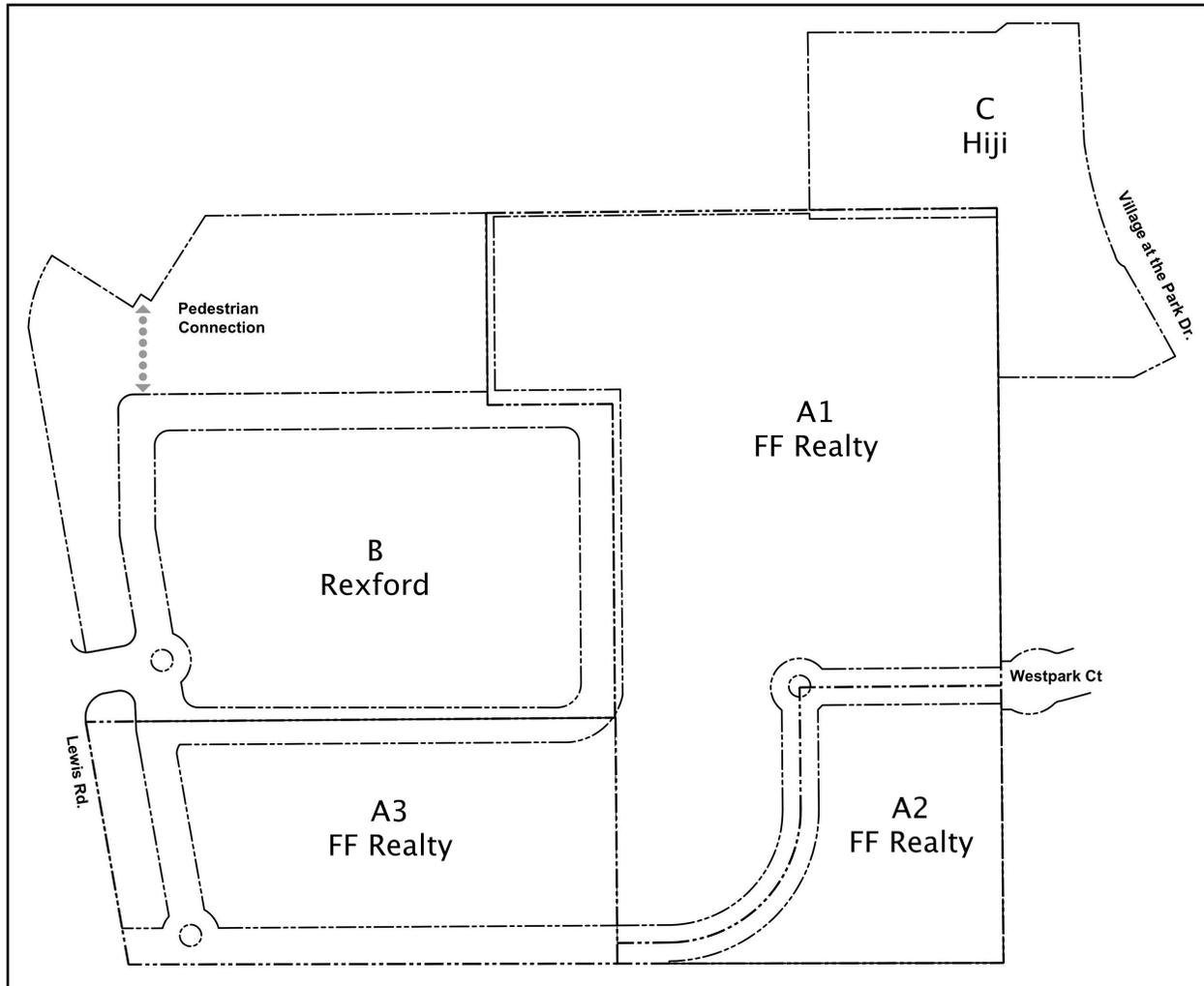
Roadways and Site Access

Vehicular access to the project site would continue to be provided by the two existing connections along Lewis Road at Dawson Place and 3M Drive. A new access to the FF Realty property would be provided via an extension of Westpark Court, which is currently a cul-de-sac within Village at the Park. This private roadway extension would provide access to Village at the Park Drive and the southbound U.S. Highway 101 ramps. The Hiji property would also have two connections to Village at the Park Drive. Pedestrian access would be available at each of the vehicular access points to the project site.

Building Design

The residential buildings envisioned for the site would be a maximum of three stories in height and would be similar to other multi-family developments recently constructed in Camarillo such as those located along Flynn Road north of Adolfo Road. The FF Realty and Rexford properties are referred to as the “Village Gateway” in the amended Guidelines. The new residential design guidelines of the amended Dawson Drive Area Concepts and Design Guidelines are as follows:

FIGURE 4 - PRELIMINARY SITE PLAN



The Village Gateway portion of the Dawson Drive Planning Area is envisioned to be a series of multi-family housing developments that address various segments of the market and provide variety in terms of architecture, site planning and adjacency. Each product will be executed with a complementary architectural vernacular, reflecting the overall design goals of the Village at the Park neighborhood as well as the City of Camarillo's at large.

Architectural styles are envisioned to be a hybrid of Craftsman, Mission and Mediterranean styles combined in a manner that reduces mass and bulk and contributes to a sense of community. Building entries are envisioned to be individual, including but not limited to porches and courtyards that may serve more than one unit, but contribute to an overall sense of community and project identity.

Site plans for the three multi-family sites are envisioned to focus heavily on sustainability and ample open space for outdoor recreation and buffering between dwelling units. Each site shall have its own recreation space, complete with pool, spa and other site amenities. Non-programmed open space shall be provided for passive recreation, informal gathering and unit buffering.

- a) *Predominant exterior building materials shall be high quality, energy efficient and durable. These include, but are not limited to:*
 - *Stucco and/or brick*
 - *Stone, natural or faux*
 - *Treated wood*
 - *Concrete and clay tile roofs*
 - *Durable awnings and window shelters*
- b) *Building trim and accent areas may feature contrasting building materials and colors other than the building field color.*
- c) *Multi-building residential communities should include consistent design elements throughout the project.*
- d) *Fully screened roof mounted mechanical equipment.*

The Hiji properties would be subject to the Village at the Park Specific Plan building design standards.

Landscaping

Conceptual landscape plans have been prepared for the FF Realty and Hiji properties. The conceptual Landscape Plan for the FF Realty property is illustrated in Figure 5 while the Conceptual Landscape Plan for the Hiji property is illustrated in Figure 6. The landscape plan for the FF Realty property has been designed to comply with the design guidelines of the amended Guidelines and the conceptual landscape plan for the Hiji property has been designed to comply with the landscaping standards of the Village at the Park Specific Plan. A separate submittal, review and approval of all landscape plans will be required.

Utilities and Infrastructure

The proposed project site is located within the Calleguas Municipal Water District and is served by the Camarillo Water Division. The project developments would connect to a 16-inch water main located within Lewis Road and a 12-inch water main within Village at the Park Drive for potable water use within the proposed residential units. Water for exterior landscaping may be provided by recycled water via an extension of a new recycled water main through Village at the Park.

FIGURE 5 - CONCEPTUAL LANDSCAPE PLAN FOR FF REALTY APARTMENTS



Wastewater from the project developments would be treated by the Camarillo Sanitary District, which operates and maintains the Camarillo Sanitary District Water Reclamation Plant located on Howard Road near Conejo Creek. The FF Realty and Rexford developments would connect to an existing sewer main located along the east side of Lewis Road and the Hiji development would connect to an 8-inch sewer water main within Village at the Park Drive. The existing sewer main located along Lewis Road is presently running at capacity, so this line would need to be upsized to 18 inches as part of the project. The sewer line improvement would extend approximately 1,700 feet from the development connection to Pleasant Valley Road.

FIGURE 6 - CONCEPTUAL LANDSCAPE PLAN FOR HIJI APARTMENTS



The properties within the project site currently connect to storm drains located within Lewis Road and Village at the Park. The proposed project would continue to drain towards the existing storm drain systems. The FF Realty and Rexford developments would be designed to meet the requirements of the Ventura County Municipal Stormwater Permit (CAS004002, Order R4-2010-0108) and related requirements of the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures (TGM) that are in effect at the time of building development. The current version of the TGM is dated July 2011 and includes site design, site-specific source control, retention measures, and treatment control measures. Order R4-2010-0108 and the July TGM promote land development and redevelopment strategies that consider water quality and water management benefits associated with smart growth techniques. A key requirement is that all new development and redevelopment projects shall reduce the

Effective Impervious Area (EIA) to five percent or less of the total project area by retaining the water quality volume of the design storm (e.g., 0.75-inch storm depth) using infiltration, reuse or evapotranspiration, or retention best management practices (BMPs). In addition, treatment must be provided for the five percent EIA and developed pervious areas. If it is technically infeasible to reduce EIA to five percent, then the project must biofilter 1.5 times the remaining volume. Alternative compliance measures are allowed when strict compliance is demonstrated to be technically infeasible. The City will require the project applicants to submit a Post Construction Stormwater Quality Management Plan (PSCMP) that has been approved by the City's Public Works Department with the development application. Stormwater permits have already been obtained prior to October 2011 for the Village at the Park tract and the master drainage infrastructure has already been installed within the area. The Hiji properties would be developed consistent with the existing Village at the Park permits and the Ventura County Stormwater Quality Urban Impact Mitigation Plan (SQUIMP).

DISCRETIONARY ACTIONS AND APPROVALS

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

- **Mitigated Negative Declaration 2013-5:** Prior to approving any other discretionary action for the proposed project, the City of Camarillo will be required to approve the Mitigated Negative Declaration with the determination that the Mitigated Negative Declaration has been prepared in accordance with the requirements of CEQA and that all potential impacts of the proposed project have been reduced to less than significant levels.
- **General Plan Amendment 2012-1:** The project applicants are requesting approval of GPA 2012-1 to change the existing land use designations of the parcels within the project site from Industrial and General Commercial to High Density Residential.
- **Change of Zone 315:** FF Realty is requesting approval of CZ-315 to change the zoning designation of APN 229-0-070-210 from M-1 to RPD 30U (Residential Planned Development, 30 Units per Acre Max).
- **Change of Zone 317:** Hiji Investment Co. is requesting approval of CZ-317 to change the zoning designations of APN 229-0-320-085, APN 229-0-320-095, and APN 229-0-320-105 from M-1 and CPD to RPD 30U.
- **Specific Plan Amendment:** FF Realty and Rexford Industrial are requesting approval of the amended Dawson Drive Area Concepts and Design Guidelines to identify residential as the preferred land use for the Imation site within the Specific Plan area and to incorporate new building design standards

consistent with the Village at the Park Specific Plan for the residential uses that would be developed at these two properties.

- **Specific Plan Amendment:** Hiji Investment Co. is requesting approval of the Village at the Park Specific Plan 2013 Addendum to include APN 229-0-320-085 in the Specific Plan area and to identify residential as the preferred land use for the Hiji property within the Specific Plan area.
- Residential Planned Development (RPD)-186, -187, and-188 to permit development of high density residential development totaling 639 units at the FF Realty property.
- RPD-189 to permit development of high density residential development totaling 83 units at the Hiji property.
- Land Division (LD)-527 to divide the FF Realty property into three separate parcels.

Although the Rexford property is included in the application for GPA 2012-1 and the amended Dawson Drive Industrial Area Concepts and Design Guidelines, and the potential impacts of residential development at the Rexford property is evaluated in this Initial Study, no change of zone is requested at this time for APN 229-0-070-230. The zoning for the Rexford property will remain M-1 for the foreseeable future in order to preclude non-conforming status for the existing industrial building.

Development Allotment Applications have also been received and will require approval by the City Council for the new residential units, with the exception of any residential units that are reserved exclusively for affordability.

Other non-discretionary actions anticipated to be taken by the City at the staff level as part of the proposed project include:

- Review and approval of building permits by the Camarillo Building and Safety Department;
- Review and approval of grading plans and on- and off-site infrastructure improvements including the upsizing of the 15-inch sewer along Lewis Road by the Camarillo Public Works Department; and
- Approval by the Camarillo Public Works Department of a Post Construction Storm Water Management Plan (PCSMP) to mitigate post-construction stormwater flows produced by the projects.
- Permit coverage will be required under the California State Water Resources Control Board General Construction NPDES Permit CAS000002, Order 2009-0009-DWQ as amended by Orders 2010-0014-DWQ and 2012-0006-DWQ for construction-related stormwater quality discharges. Note: coverage is still active under this permit under WDID 456C361916, which was obtained by Imation during demolition and for stockpile.
- Approval by the Camarillo Sanitary District of the upsizing of the 15-inch sewer along Lewis Road.

Approvals and permits that may be required by other agencies include:

- Approval of encroachment permits from the Ventura County Watershed Protection District.
- Approval of encroachment permits from the California Department of Transportation for all encroachments within the Caltrans right-of-way.

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DETERMINATION

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the analysis in the following Evaluation of Environmental Impacts section.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture and Forestry Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Geology and Soils
<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards and Hazardous Materials	<input type="checkbox"/> Hydrology and Water Quality
<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Mineral Resources	<input type="checkbox"/> Noise
<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Public Services	<input type="checkbox"/> Recreation
<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Mandatory Findings of Significance

Determination

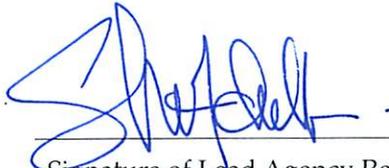
On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An

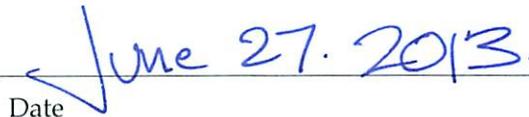
Determination

ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature of Lead Agency Representative



Date

Steve Mitchell, Senior Planner

Printed Name

City of Camarillo Dept. of Community Development

Agency

EVALUATION OF ENVIRONMENTAL IMPACTS

INTRODUCTION

This section of the Draft Initial Study contains an evaluation and discussion of impacts associated with each environmental issue and subject area identified in the 2013 CEQA Guidelines Appendix G Initial Study Checklist. The thresholds of significance are based on the practices of the City of Camarillo and other sources as noted. All evaluations take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

The following instructions are associated with the 2013 CEQA Guidelines Appendix G Initial Study Checklist:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross- referenced).

5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances).
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

IMPACT ANALYSIS

1. AESTHETICS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Applicable Dawson Drive Industrial Area Concepts and Design Guidelines and Mitigation Measures

The Dawson Drive Industrial Area Concepts and Design Guidelines includes an entire section addressing design guidelines for development throughout the specific plan area. These design guidelines do not, however, address residential uses since residential uses were not originally envisioned for the specific plan area.

There are no mitigation measures related to aesthetics in the Mitigated Negative Declaration for the Dawson Drive Industrial Area Concepts and Design Guidelines.

Applicable Village at the Park Specific Plan Standards, Guidelines, and Mitigation Measures

The Village at the Park Specific Plan includes an entire section addressing development standards and design guidelines for development throughout the specific plan area.

The Final EIR for the Village at the Park Specific Plan included a mitigation measure requiring a vegetative screen along the eastern right-of-way of the specific plan area. The proposed project site is located within the western portion of the specific plan area and this mitigation measure is not applicable to the proposed project.

Explanation of Checklist Answers

1a **Less Than Significant Impact.** Intermittent views of the Santa Monica and Guadalupe Mountains are provided to people traveling along Lewis Road. Intermittent views of the Camarillo Hills are provided to people traveling along Pleasant Valley Road. Development of the proposed project. The existing industrial building at the Rexford property does not block views of these scenic resources and many of the existing trees at the project site are taller than the industrial building.

Development of the proposed project would result in the construction of new residential buildings that are a maximum of three stories in height. New trees would also be planted throughout the project site that could obtain substantial height. Views of the Santa Monica and Guadalupe Mountains could be slightly blocked for people traveling along Lewis Road when they are adjacent to the project site, but much less so when these people are on the Lewis Road bridge over the Southern Pacific Railroad tracks. Views of the Camarillo Hills from Pleasant Valley Road would still be afforded above the proposed buildings. Therefore, views of the nearby scenic vistas would continue to be intermittent from nearby vantage points and potential impacts to scenic vistas would be less than significant under Development Scenarios 1 and 2.

1b **No Impact.** Neither Lewis Road nor U.S. Highway 101 are designated as state scenic highways. Although several ornamental/landscaping trees are located within the FF Realty and Rexford parcels, many of which would be removed and replaced as part of the project, these are generally internal to the project site and are not scenic resources to areas beyond the boundaries of the project site. No other potential scenic resources such as rock outcroppings are historic buildings are located at the project site. Therefore, implementation of the proposed project under Development Scenarios 1 and 2 would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

1c **Less Than Significant Impact.** The manufacturing facility at the FF Realty property was demolished in 2011. A stockpile of crushed concrete is located in the eastern portion of the FF Realty property. The athletic field remains at the west leg of the property although it is minimally maintained and no longer used for athletic activities. The remainder of the property is largely unpaved surfaces with smaller areas of paved roads. Open pits from a 2011 hazardous materials investigation of the property occur in several locations throughout the property. Landscaping from the previous 3M/Imation facility occur within this property and include three large ficus trees, five olive trees, and several perimeter trees and bushes. The perimeter landscaping continues to be maintained at the property.

The industrial building at the Rexford property was not demolished along with the manufacturing building and has, instead, been refurbished and leased out to several tenants. The

remaining areas of the property consist of asphalt parking areas, concrete walkways, and minor landscaped areas. The landscaping is provided around the northern and western perimeters of the property as well as in areas around the industrial building.

Hiji portion of the proposed project site is undeveloped with the exception of three covered parking parking structures.

The residential buildings envisioned for the site would be a maximum of three stories in height and would be similar to other multi-family developments recently constructed in Camarillo such as those located along Flynn Road north of Adolfo Road. The proposed residential design guidelines for the FF Realty and Rexford properties are as follows:

The Village Gateway portion of the Dawson Drive Planning Area is envisioned to be a series of multi-family housing developments that address various segments of the market and provide variety in terms of architecture, site planning and adjacency. Each product will be executed with a complementary architectural vernacular, reflecting the overall design goals of the Village at the Park neighborhood as well as the City of Camarillo's at large.

Architectural styles are envisioned to be a hybrid of Craftsman, Mission and Mediterranean styles combined in a manner that reduces mass and bulk and contributes to a sense of community. Building entries are envisioned to be individual, including but not limited to porches and courtyards that may serve more than one unit, but contribute to an overall sense of community and project identity.

Site plans for the three multi-family sites are envisioned to focus heavily on sustainability and ample open space for outdoor recreation and buffering between dwelling units. Each site shall have its own recreation space, complete with pool, spa and other site amenities. Non-programmed open space shall be provided for passive recreation, informal gathering and unit buffering.

a) *Predominant exterior building materials shall be high quality, energy efficient and durable. These include, but are not limited to:*

- *Stucco and/or brick*
- *Stone, natural or faux*
- *Treated wood*
- *Concrete and clay tile roofs*
- *Durable awnings and window shelters*

b) *Building trim and accent areas may feature contrasting building materials and colors other than the building field color.*

- c) *Multi-building residential communities should include consistent design elements throughout the project.*
- d) *Fully screened roof mounted mechanical equipment.*

The Hiji properties would be subject to the Village at the Park Specific Plan building design standards.

The new residential uses developed consistently with the applicable design guidelines would result in visual conditions that are similar to other recent residential developments within Village at the Park and elsewhere in Camarillo, and could be considered to be an aesthetic improvement over the existing undeveloped conditions at the FF Realty and Hiji properties. Development of the Rexford property in a manner consistent with the design standards of the amended Guidelines would be similar to other recent residential developments within Village at the Park and elsewhere in Camarillo, and would not result in a degradation of this part of the project site, which is presently developed with a 218,000-square-foot industrial building.

The amended Guidelines also envision the development of the eastern side of Lewis Road from Pleasant Valley Road to the Lewis Road bridge being developed with a landscaped parkway including a 10-foot meandering Class 1 bicycle path and landscaped meandering storm water detention basin. The developers of the FF Realty and Rexford properties would be required to implement these improvements along the western perimeter of the project site and these improvements could improve the localized visual character of Lewis Road.

Based on this information, the potential impacts associated with changes to the visual character or quality of the site and its surroundings would be less than significant under Development Scenarios 1 and 2.

- 1d Less Than Significant With Mitigation.** Temporary sources of lighting would be employed throughout the construction phases of development. Exterior lighting would be provided for nighttime security and interior lighting would be provided for workplace illumination and nighttime security. Unlike permanent lighting installations, temporary construction illumination is often unshielded. Lighting within the residential structures may be exposed to outside areas until the exterior walls are installed. Both of these conditions could cause nighttime construction lights to shine directly on adjacent residential properties. The building lights in particular could also shine directly into the eyes of motorists driving along Lewis Road and Village at the Park Drive. Therefore, to ensure that no significant impacts associated with temporary construction lighting would occur as a result of project implementation, mitigation measure 1-1 is required. With implementation of this measure, potential impacts related to construction-related lighting would be less than significant under Development Scenarios 1 and 2.

When operational, nighttime sources of light would include vehicle headlights, street lights, interior and exterior security building lights, parking area and other security lighting. These sources of light would be very similar to the existing lighting at the Rexford property and throughout the Village at the Park area. Compliance with Camarillo Zoning Ordinance standards would ensure that there will not be excessive nighttime lighting beyond that necessary for function and safety. Exterior lighting would be located and designed to minimize direct spill beyond the site property. In accordance with Title 24 as implemented through City codes and standard conditions of approval, all lighting would be shielded and focused on the project features, and directed away from the adjacent properties and roadways. Blinking, flashing, or unusually high intensity lighting would be prohibited in accordance with Camarillo Zoning Ordinance standards. As such, lighting at the project site would not adversely affect aircraft flights into or out of Camarillo Airport and Naval Air Station Point Mugu.

Sources of glare that typically cause daytime glare include exterior building materials such as glass walls and highly reflective façade materials and finishes. However, the building design guidelines of the amended Guidelines and the Village at the Park Specific Plan do not involve design styles with highly reflective materials.

Based on this information, potential operational impacts related to light and glare would be less than significant under Development Scenarios 1 and 2.

Cumulative Impacts

Increased development throughout Camarillo would alter the visual image of each area surrounding the individual development sites. Development of the proposed project in conjunction with other development in the project area would result in an intensification of land uses in the City of Camarillo. However, the intensification of land uses at the project site is part of the implementation of the Dawson Drive Area Concepts and Design Guidelines and the Village at the Park Specific Plan, and, therefore, has already been taken into consideration in the City of Camarillo General Plan. As required by the City of Camarillo, the project design for each of the related projects would be reviewed by the City of Camarillo Community Development Department for consistency with applicable City codes and regulations prior to final approval. Therefore, cumulative aesthetic impacts would be less than significant, and the contribution of the proposed project to this impact would not be considerable.

Mitigation

To ensure that the proposed project does not result in significant impacts related to construction-related nighttime lighting, the following mitigation measure is required:

- 1-1 To avoid potential significant impacts to adjacent residential properties and roadways, the project developer shall include in contract specifications that temporary construction lighting within 200

feet of existing residential properties and roadways with direct lines of sight to the lighting source shall be shielded from the affected residential use and/or roadway. This shall include permanent and temporary lighting provided within the new residential buildings.

Mitigation Monitoring

The project developers shall provide evidence that the lighting controls required by mitigation measure 1-1 are included in the contract specifications for each building constructed within the project site. Implementation of this measure may be verified through construction by the City of Camarillo Department of Building and Safety.

Impact After Mitigation

A less than significant impact to construction-related nighttime lighting would occur with the implementation of mitigation measure 1-1.

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"/>

Applicable Dawson Drive Industrial Area Concepts and Design Guidelines and Mitigation Measures

There are no guidelines or mitigation measures related to agriculture and forestry resources included in the Dawson Drive Industrial Area Concepts and Design Guidelines or its associated Mitigated Negative Declaration.

Applicable Village at the Park Specific Plan Standards, Guidelines, and Mitigation Measures

There are no standards, guidelines, or mitigation measures related to agriculture and forestry resources included in the Village at the Park Specific Plan or its associated Final EIR.

Explanation of Checklist Answers

- 2a** **No Impact.** The Ventura County Important Farmland 2010 map designates the entire Rexford parcel and the majority of the FF Realty parcel as Urban and Built-up Land. The northeastern-most portion of the FF Realty parcel and the three Hiji parcels are designated as Farmland of Local Importance. The FF Realty parcel has not been utilized for agriculture since at least 1962 and the Hiji parcels have not been utilized for agriculture since around 2003. Impacts associated with the loss of agriculture at the Hiji parcels were addressed by the City of Camarillo when it approved the Village at the Park Specific Plan in 2001. Therefore, implementation of the proposed project under Development Scenarios 1 and 2 would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.
- 2b** **No Impact.** The current zoning designation for the FF Realty and Rexford parcels is M-1 (Light Manufacturing) and the Hiji parcels are zoned for commercial (CDP) and industrial (M-1) uses. None of these parcels are subject to an existing Williamson Act Contract. Therefore, no impacts associated with agricultural zoning or Williamson Act conflicts would occur under Development Scenarios 1 and 2.
- 2c-d** **No Impact.** As discussed above, the current zoning designation for the FF Realty and Rexford parcels project site is M-1 and the Hiji parcels are zoned CPD and M-1. Also, there are no forest resources located at, or in the vicinity of, the project site. Therefore, no impacts to forest land would occur under Development Scenarios 1 and 2.
- 2e** **No Impact.** As discussed above, the northeastern-most portion of the FF Realty parcel and the three Hiji parcels are designated as Farmland of Local Importance, but the FF Realty parcel has not been utilized for agriculture since at least 1962 and the Hiji parcels have not been utilized for agriculture since around 2003. An agricultural field owned by EJM Industrial is located to the immediate south of the FF Realty property. The agricultural operations at this field have occurred while the properties to its north, east, and west have operated with industrial uses. This agricultural site is, however, designated in the City of Camarillo General Plan as Industrial and

the underlying zoning is M-1. This property is designated in the Dawson Drive Industrial Area Concepts and Design Guidelines for the development of industrial uses; specifically those that would take advantage of the potential spin off from the California State University, Channel Islands as it matures. An industrial subdivision (T-4698 expired) similar to the Constitution Avenue Industrial Area to the immediate east was also approved for the EJM site nearly two decades ago, but that approval has expired. As such, the City of Camarillo has already planned for the eventual conversion of the EJM Industrial property from agriculture to non-agriculture uses. Also, there are no forest resources located at, or in the vicinity of, the project site. Therefore, implementation of the proposed project under Development Scenarios 1 and 2 would not result in conversion of farmland to non-agricultural use or conversion of forest land to non-forest use.

Cumulative Impacts

As discussed above, the proposed project would not directly or indirectly result in the conversion of any important farmlands or forestlands at the project site or in the general vicinity. The development of other properties within Camarillo could result in the conversion of important farmlands from agriculture to non-agriculture use. However, impacts to agriculture and forestry resources are generally confined to the immediate vicinity of a project site and the proposed project would have no contribution to any cumulative impacts associated with development of important agricultural properties elsewhere within Camarillo.

Mitigation

None required.

Mitigation Monitoring

None required.

Impact After Mitigation

Not applicable.

3. AIR QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
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"/>

Applicable Dawson Drive Industrial Area Concepts and Design Guidelines and Mitigation Measures

There are no guidelines or mitigation measures related to air quality included in the Dawson Drive Industrial Area Concepts and Design Guidelines or its associated Mitigated Negative Declaration.

Applicable Village at the Park Specific Plan Standards, Guidelines, and Mitigation Measures

There are no standards or guidelines related to air quality included in the Village at the Park Specific Plan. The following mitigation measures from the Village at the Park Final EIR are applicable to the proposed development of the Hiji property:

Construction Phase

5.6-1 The contractor shall prepare a dust control plan at the time that grading permits are requested. The dust control plan shall include, but not be limited to, the following measures, which should be implemented by the contractor:

- Sufficiently water active portions of the construction site.
- Replace ground cover, cover bare soil, or apply environmentally safe soil stabilizers on inactive portions of the construction site.

- Apply water or environmentally safe stabilizers to unpaved parking or staging areas or unpaved road surfaces.
- Suspend all excavating and grading operations when wind speeds exceed 20 mph averaged over one hour. Contact the VCAPCD meteorologist for current information about average wind speeds.
- Sufficiently water or securely cover all material transported off-site and all fill material transported on-site.
- Provide employees involved in grading operations with face masks during dry periods to reduce inhalation of dust, which may exacerbate health problems of the respiratory tract.
- Limit traffic speeds on all unpaved roads to 15 mph or less.
- Sweep streets at the end of the day if visible soil material is carried over to adjacent roads.

5.6-2 Contractors shall keep records on the project site demonstrating that equipment engines are maintained in good condition and in proper tune as per manufacturer's specifications to prevent excessive emissions. Such records will be available for review during grading and construction inspections.

5.6-3 Emissions generated by demolition activities shall be reduced with the following:

- Trucks transporting loose debris such as waste asphalt and wallboard off-site shall be covered;
- All diesel-powered equipment should be turned off when not in use for more than 30 minutes and gasoline-powered equipment should be turned off when not in use for more than 5 minutes.

Operational Phase

5.6-4 Lighting for public streets, parking areas, and recreational areas shall utilize energy-efficient mechanical, computerized, or photo cell switching devices to reduce energy usage.

5.6-5 Solar or low emission water heaters shall be installed into proposed buildings to reduce natural gas consumption and emissions.

5.6-6 Energy-efficient, automated control for air conditioners shall be installed into proposed buildings to reduce energy consumption and emissions.

5.6-7 Automatic lighting on/off controls and energy-efficient lighting shall be installed into proposed buildings to reduce energy consumption and associated emissions.

-
- 5.6-8 Light-colored roofing materials as opposed to dark roofing materials shall be used on proposed buildings. Light colored materials reflect sunlight and minimize heat gains in buildings. This measure would lessen the overall demand for mechanical air conditioning systems.
- 5.6-9 Wall and attic insulation shall be provided on proposed buildings beyond the requirements of Title 24, California Code of Regulations.
- 5.6-10 Built-in energy efficient appliances shall be installed into proposed buildings.
- 5.6-11 Special sunlight filtering window coatings or double-paned windows shall be installed into proposed buildings to reduce thermal gain in hot weather and loss in cold weather, thus reducing emissions associated with heaters and air conditioners.
- 5.6-12 Shade trees shall be provided to reduce heating/cooling needs.
- 5.6-13 The project applicant shall contribute funds to an off-site Transportation Demand Management (TDM) plan. The contribution shall be calculated based on the amount of emissions that must be reduced to bring the project below the thresholds established by the VCAPCD, and will be based on the year of completion of the development.

It should be noted that the Final EIR for the Village at the Park Specific Plan was certified in 2001. Since that time, the building energy efficiency requirements of California Code of Regulations Title 24 have been updated several times, including the adoption of the California Green Building Standards (CALGreen) Code (Title 24, Part 11). The current requirements of Title 24 meet or exceed the mitigation recommendations that were envisioned in 2001. Therefore, compliance with the requirements of Title 24 that are in effect at the time of development represent implementation of mitigation measures 5.6-4 through 5.6-11.

Explanation of Checklist Answers

3a Less Than Significant Impact. The City of Camarillo is located within the South Central Coast Air Basin (Basin), which includes all of Ventura, Santa Barbara, and San Luis Obispo Counties. The Ventura County Air Pollution Control District (VCAPCD) is the agency principally responsible for comprehensive air pollution control in the Ventura County portion of the Basin. To that end, the VCAPCD, a regional agency, works directly with the Southern California Association of Governments (SCAG), the Ventura County Transportation Commission, and local governments, and cooperates actively with all state and federal government agencies. The VCAPCD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures through educational programs or fines, when necessary.

The VCAPCD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of Air

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

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

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

Chapter 20.01 of the City of Camarillo Municipal Code restricts the number of new residential units that can be constructed on an annual basis in order to ensure that population growth remains within adopted limits. Developers have to apply for the annual development allocations and characteristics of the projects such as energy efficiency are taken into consideration in the decision as to the projects that receive the limited allocations. The proposed project would be constructed over several years based upon the limited development allocations that would be split amongst several projects. By restricting the number of annual development allocations, the City of Camarillo would ensure that the proposed project along with other developments does not exceed the populations growth projections assumed in the 2007 AQMP. Therefore, the proposed project would not conflict with or obstruct implementation of the applicable air quality plan and the potential impact would be less than significant under Development Scenarios 1 and 2.

3b Less Than Significant With Mitigation.

Construction-Related Impacts

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

Air Quality Assessment Guidelines are implemented for a project, then construction emissions are not considered significant.

Mitigation measures 5.6-1 through 5.6-3 from the Village at the Park Specific Plan Final EIR would be applicable to the development of the Hiji properties, but are hereby incorporated for the project as a whole. These mitigation measures would reduce construction-related air quality impacts to a less than significant level.

Operational Impacts

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

- 25.0 pounds per day of reactive organic compounds (ROC)
- 25.0 pounds per day of nitrogen oxides (NO_x)

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

The analysis of daily operational emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod v. 2011.1.1) recommended by the VCAPCD and the conservative assumption that Development Scenario 1 would be completed and fully operational by 2017 (development in years later than 2017 may result in lower emissions). Table 1 shows the estimated daily emissions that would be generated under Development Scenario 1. As shown, Development Scenario 1 would generate average daily operational emissions that exceed the thresholds of significance recommended by the VCAPCD. This would be a significant impact.

Mitigation measures 5.6-12 and 5.6-13 from the Village at the Park Specific Plan Final EIR would be applicable to the development of the Hiji properties, but are hereby incorporated for the project as a whole. The proposed project would also be subject to the building energy efficiency standards of Title 24, which address area source and energy source emissions. As shown in Table 1, mobile sources are the primary source of emissions associated with Development Scenario 1 and area and energy sources are a small component of these emissions. As such, mitigation measure 5.6-12 and Title 24 would result in a very small reduction of operational emissions. The only remaining measure recommended by the VCAPCD that would reduce the operational

impacts of the proposed project to less than significant levels is the contribution to a City-managed off-site TDM fund as required by mitigation measure 5.6-13.

TABLE 1 - ESTIMATED DAILY OPERATIONAL EMISSIONS FOR DEVELOPMENT SCENARIO 1 - YEAR 2017

Emissions Source	Emissions in Pounds Per Day					
	ROC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	23.95	0.72	61.98	0.00	0.34	0.34
Energy Sources	0.23	1.94	0.83	0.01	0.16	0.16
Mobile Sources	19.40	30.87	154.01	0.32	38.44	2.62
Total Emissions	43.58	33.53	216.82	0.33	38.94	3.12
APCD Thresholds	25.00	25.00	NT	NT	NT	NT
Significant Impact?	Yes	Yes	No	No	No	No

NT = No threshold of significance.

CalEEMod result sheets are provided in Appendix C.

Pursuant to page 7-15 of the Ventura County Air Quality Assessment Guidelines:

The off-site TDM is a mitigation measure that can be used by project proponents for projects and programs that exceed the ROC and NO_x significance thresholds. This measure applies to commercial, industrial, institutional, and residential projects, and calls for contributing to a city or county mobile source emission reduction fund established specifically to reduce emissions from transportation sources. The amount of funding is commensurate with the amount of emissions that need to be mitigated. Mitigation programs that could be funded through such an off-site TDM fund include (but are not limited to) public transit service, vanpool programs/subsidies, ride-share assistance programs, and off-site TDM facilities.

The City of Camarillo utilizes this program to mitigate the significant air quality impacts of projects within its jurisdiction. Therefore, mitigation measure 3-1 has been added to implement mitigation measure 5.6-13 and to identify the TDM contribution that would be required for the proposed Development Scenario 1 development. Implementation of mitigation measures 5.6-12 and 3-1 would reduce the operational air quality impacts of Development Scenario 1 to a less than significant level.

The Rexford property is developed with an industrial building that is largely occupied. The owner of that property is not proposing the development of residential uses at the present time and there is the possibility that residential uses may not be developed on that property for several years, if ever. Therefore, Table 2 shows the estimated net increase in daily emissions that would

be generated under Development Scenario 2 with the assumption that development of the Rexford property would occur around 2035. As shown, Development Scenario 2 would also generate a net increase in average daily operational emissions that exceed the thresholds of significance recommended by the VCAPCD. This would be a significant impact.

**TABLE 2 - ESTIMATED DAILY OPERATIONAL EMISSIONS FOR
DEVELOPMENT SCENARIO 2 - YEAR 2035**

Emissions Source	Emissions in Pounds Per Day					
	ROC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	35.21	1.04	90.24	0.00	0.50	0.50
Energy Sources	0.34	2.87	1.22	0.02	0.23	0.23
Mobile Sources	14.95	27.06	104.40	0.49	56.54	2.49
Total Emissions	50.50	30.97	195.86	0.51	57.27	3.22
Less Existing Industrial Use Emissions	-8.42	-5.28	-16.78	-0.08	-8.70	-0.48
Net Increase	42.08	25.69	179.08	0.43	48.57	2.74
APCD Thresholds	25.00	25.00	NT	NT	NT	NT
Significant Impact?	Yes	Yes	No	No	No	No

NT = No threshold of significance.

CalEEMod result sheets are provided in Appendix C.

As stated above, mitigation measures 5.6-12 and 5.6-13 from the Village at the Park Specific Plan EIR are hereby incorporated for the project as a whole and would address area source and energy source emissions. Mitigation measure 3-2 has been added to require an evaluation of air quality impacts that would occur at the time that residential uses are proposed for the Rexford property. Implementation of mitigation measures 5.6-12 and 3-2 would reduce the operational air quality impacts of Development Scenario 2 to a less than significant level.

- 3c Less Than Significant With Mitigation.** The VCAPCD recommends that any operational emissions from individual projects that exceed the project-specific thresholds of significance identified above be considered cumulatively considerable. As discussed in the preceding impact analysis, the proposed project under both Development Scenario 1 and 2 would generate average daily operational emissions that exceed the thresholds of significance recommended by the VCAPCD. As such, the project would generate a cumulatively considerable net increase of criteria pollutants. This would be a significant cumulative impact. Implementation of mitigation measures 5.6-12, 3-1, and 3-2 would reduce the cumulative air quality impacts of Development Scenarios 1 and 2 to a less than significant level.

3d Less Than Significant Impact. Traffic-congested roadways and intersections have the potential to generate localized concentrations levels of CO. Localized areas where ambient concentrations exceed national and/or state standards for CO are termed CO “hotspots.”

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

In order for a receptor to be exposed to a CO hotspot, that person would have to remain in a location where the total CO concentration exceeds the State and national eight-hour standard for an entire eight-hour period or greater. For that to occur, the ambient (background) CO concentration would have to be very high and an intersection would have to be highly congested for a period of eight-hours or greater.¹

As discussed in Section 16, Transportation/Traffic of this Initial Study, all of the study-area intersections are projected to operate at Level of Service (LOS) E or better in the future with the traffic generated by other development projects in the area and the proposed project under both Development Scenarios 1 and 2. LOS E would only occur at the E. 5th Street & Pleasant Valley Road intersection during the PM peak traffic hour. During the AM peak traffic hour, this intersection would operate at LOS C with Development Scenario 1 and LOS D with Development Scenario 2. There are no sensitive receptors at the edge of this intersection. All of the other study area roadway intersections would operate at LOS C or better during the AM and PM peak hours. As such, no sensitive receptors in the vicinity of the study-area intersections would be exposed to CO hotspots in the future with traffic generated by the proposed project.

The evaluation of transportation and traffic impacts in Section 16 of this Initial Study also evaluates the intersection LOS under the General Plan buildout forecasts. E. 5th Street & Pleasant Valley Road intersection is projected operate at LOS F during both the AM and PM peak traffic hours with or without the addition of traffic associated with Development Scenarios 1 and 2. As discussed above, there are no sensitive receptors at the edge of this intersection. All of the other study area roadway intersections would operate at LOS D or better during the AM and PM peak hours. As such, no sensitive receptors in the vicinity of the study-area intersections would be exposed to CO hotspots under General Plan buildout with traffic generated by the proposed project. Therefore, the proposed project would not expose sensitive receptors to substantial

¹ The intersection would need to operate at Level of Service (LOS) F for several hours per day.

pollutant concentrations and the potential impact would be less than significant under Development Scenarios 1 and 2.

- 3e Less Than Significant Impact.** Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills. The proposed project consists of the development of new residential buildings. Residential uses are not typically associated with odor complaints. As the proposed project involves no elements related to industrial projects, no objectionable odors are anticipated. Therefore, impacts associated with objectionable odors would be less than significant under Development Scenarios 1 and 2.

Mitigation

The following mitigation measures from the Village at the Park Specific Plan Final EIR are incorporated into the proposed project as a whole:

Construction Phase

- 5.6-1 The contractor shall prepare a dust control plan at the time that grading permits are requested. The dust control plan shall include, but not be limited to, the following measures, which should be implemented by the contractor:
- Sufficiently water active portions of the construction site.
 - Replace ground cover, cover bare soil, or apply environmentally safe soil stabilizers on inactive portions of the construction site.
 - Apply water or environmentally safe stabilizers to unpaved parking or staging areas or unpaved road surfaces.
 - Suspend all excavating and grading operations when wind speeds exceed 20 mph averaged over one hour. Contact the VCAPCD meteorologist for current information about average wind speeds.
 - Sufficiently water or securely cover all material transported off-site and all fill material transported on-site.
 - Provide employees involved in grading operations with face masks during dry periods to reduce inhalation of dust, which may exacerbate health problems of the respiratory tract.
 - Limit traffic speeds on all unpaved roads to 15 mph or less.
 - Sweep streets at the end of the day if visible soil material is carried over to adjacent roads.

- 5.6-2 Contractors shall keep records on the project site demonstrating that equipment engines are maintained in good condition and in proper tune as per manufacturer's specifications to prevent excessive emissions. Such records will be available for review during grading and construction inspections.
- 5.6-3 Emissions generated by demolition activities shall be reduced with the following:
- Trucks transporting loose debris such as waste asphalt and wallboard off-site shall be covered;
 - All diesel-powered equipment should be turned off when not in use for more than 30 minutes and gasoline-powered equipment should be turned off when not in use for more than 5 minutes.

Operational Phase

- 5.6-12 Shade trees shall be provided to reduce heating/cooling needs.

The following mitigation measures are required to ensure that the operational air quality impacts of the proposed project are reduced to less than significant levels:

- 3-1 The developers of new buildings within the FF Realty property and the Hiji properties must pay a total of \$150,091 to the City TDM fund to reduce vehicle trips and associated air pollutant emissions. This equates to approximately \$204.21 per residential unit. Applicable fees shall be provided to the City prior to the issuance of occupancy permits for each phase of development. The developers of buildings constructed after 2017 may request that the City of Camarillo recalculate the applicable emissions projections and associated mitigation fee since the analysis is based upon completion in 2017 and emissions in later years are expected to be lower.
- 3-2 The applicant for any new residential development at the Rexford property shall contribute funds to the City TDM fund to reduce vehicle trips and associated air pollutant emissions. The contribution shall be calculated based on the amount of emissions that must be reduced to bring the project below the thresholds established by the VCAPCD, and will be based on the year of completion of the new development.

As stated previously, mitigation measures 3-1 and 3-2 replace mitigation measure 5.6-13 from the Final EIR for the Village at the Park Specific Plan.

Mitigation Monitoring

The Department of Community Development shall review project construction contracts and building plans prior to issuance of grading permits to ensure that the contracts and building plans include the

mitigation measure requirements. The Department of Community Development shall collect the applicable City TDM fund fees prior to the issuance of occupancy permits for each phase of development.

Impact After Mitigation

Less than significant impacts to construction-related and operational air quality would occur with the implementation of mitigation measures 5.6-1 through 5.6-4, 5.6-12, 3-1 and 3-2.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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"/>

Applicable Dawson Drive Industrial Area Concepts and Design Guidelines and Mitigation Measures

There are no guidelines or mitigation measures related to biological resources included in the Dawson Drive Industrial Area Concepts and Design Guidelines or its associated Mitigated Negative Declaration.

Applicable Village at the Park Specific Plan Standards, Guidelines, and Mitigation Measures

There are no standards, guidelines, or mitigation measures related to biological resources included in the Village at the Park Specific Plan or its associated Final EIR.

Explanation of Checklist Answers

- 4a** **Less Than Significant With Mitigation.** The FF Realty parcel was developed with an industrial facility between 1963 and 2011, the Rexford parcel has been developed with an industrial building since 1962, and the Hiji property was used for agriculture until around 2003. The properties surrounding the project site are largely developed with the exception of the agricultural field owned by EJM Industrial located to the immediate south of the FF Realty parcel. The site does not include any habitat that would support sensitive plant or animal species. However, several ornamental/landscaping trees are located within the FF Realty and Rexford parcels, many of which would be removed and replaced as part of the project. All nesting birds are protected under the Federal Migratory Bird Treaty Act (“MBTA”) (*Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10*) and Section 3503 of the California Department of Fish and Game (“CDFG”) Code. Thus, to ensure that no significant impacts to nesting birds would occur as a result of project implementation, mitigation measure 4-1 is required. With implementation of this measure, potential impacts related to sensitive species would be less than significant under Development Scenarios 1 and 2.
- 4b-c** **No Impact.** The project site has been utilized for industrial and agricultural operations for several decades. No riparian habitat, wetlands, or other sensitive habitat areas are located at or adjacent to the project site. Therefore, no impacts associated with riparian habitat, wetlands, or other sensitive natural community resources would occur under Development Scenarios 1 and 2.
- 4d** **No Impact.** The area to the north of the FF Realty and Rexford properties and to the west of the Hiji property is developed with single family residential uses referred to as the Calleguas Gardens neighborhood. Commercial and light industrial uses are located along Dawson Drive to the north of the Rexford property. A hotel is located to the north of the Hiji properties within Village at the Park. An agricultural field owned by EJM Industrial and the Constitution Avenue Industrial Area are located to the south of the FF Realty property. Residential uses and the Camarillo YMCA are located to the west of the project site within Village at the Park, and industrial uses and a rail line are located to the west of the project site and Lewis Road. The proposed project site and surrounding area are not part of any wildlife corridors. Therefore, the proposed project would not 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. No such impacts would occur under Development Scenarios 1 and 2.

- 4e No Impact.** The City of Camarillo has not adopted any policies or ordinances protecting biological resources that would be applicable to the proposed project. The ornamental/landscaping trees located within the FF Realty and Rexford parcels are not subject to protection by any local or regional protection ordinances. Therefore, no impacts associated with local biological resource protection policies or ordinances would occur under Development Scenarios 1 and 2.
- 4f No Impact.** The project site and its vicinity are not part of any draft or adopted habitat conservation plan, natural community conservation plan, or other adopted local, regional, or state habitat conservation plan. Therefore, implementation of the proposed project under Development Scenarios 1 and 2 would not conflict with any such conservation plan.

Cumulative Impacts

Impacts to biological resources are generally confined to the immediate vicinity of a project site. As discussed above, the proposed project would not have any impact on biological resources with the exception of possible impacts to nesting birds. This is a site-specific impact of the proposed project. The development of other sites within Camarillo could result in impacts to sensitive biological resources, but the proposed project would have no contribution to any cumulative impacts associated with the disturbance of biological resources elsewhere within Camarillo.

Mitigation

To ensure that the proposed project does not result in significant impacts related to nesting birds, the following mitigation measure is required:

- 4-1 To avoid potential significant impacts to nesting birds, including migratory birds and raptors, one of the following shall be implemented by the developers of the FF Realty and Rexford parcels:

- Conduct tree removal associated with construction from September 1st through January 31st, when birds are not nesting.

OR...

- Conduct pre-construction surveys for nesting birds if tree removal is initiated during the nesting season. A qualified wildlife biologist shall conduct weekly pre-removal bird surveys no more than 30 days prior to tree removal to provide confirmation on the presence or absence of active nests in the affected trees. The last survey should be conducted no more than three days prior to the tree removal. If active nests are encountered, removal of the affected trees shall be deferred until the young birds have fledged and there is no evidence of a second attempt at nesting. A minimum buffer of 300 feet (500 feet for raptor nests) or as determined by a qualified biologist shall be maintained during construction depending on the species and location. The

perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. Construction personnel should be instructed on the sensitivity of the area. A survey report by the qualified biologist documenting and verifying compliance with the mitigation and with applicable state and federal regulations protecting birds shall be submitted to the Department of Community Development. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.

Mitigation Monitoring

The developers of the FF Realty and Rexford parcels shall provide a tree removal schedule to the Department of Community Development prior to any tree removal activities. If tree removal occurs between February 1st and August 31st, the biologist selected by the project developer(s) shall provide the Department of Community Development with the results of the pre-removal surveys and the final survey report.

Impact After Mitigation

A less than significant impact to sensitive species would occur with the implementation of mitigation measure 4-1.

5. CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Applicable Dawson Drive Industrial Area Concepts and Design Guidelines and Mitigation Measures

There are no guidelines or mitigation measures related to cultural resources included in the Dawson Drive Industrial Area Concepts and Design Guidelines or its associated Mitigated Negative Declaration.

Applicable Village at the Park Specific Plan Standards, Guidelines, and Mitigation Measures

There are no standards or guidelines related to biological resources included in the Village at the Park Specific Plan. The following mitigation measure from the Village at the Park Final EIR is applicable to the proposed development of the Hiji property:

- 5.10-1 During any ground altering activities associated with Project grading or construction, including demolition of existing modern structures and facilities, the Project area shall be monitored by a qualified archaeological monitor. The monitor shall have the authority to halt any activities impacting potentially significant cultural resources until the resources can be evaluated for significance and cleared or mitigated.

Explanation of Checklist Answers

- 5a No Impact.** Section 15064.5 of the State CEQA Guidelines defines a historical resource as: (1) a resource listed in or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources; (2) a resource listed in a local register of historical resources or identified as significant in an historical resource survey meeting certain state guidelines; or (3) an object, building, structure, site, area, place, record or manuscript which a lead agency determines to be significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military or cultural annals of California, provided that the lead agency's determination is supported by substantial evidence in light of the whole record. A project-related significant adverse effect could occur if the project would adversely affect an historical resource meeting one of these definitions.

The FF Realty parcel was developed with an industrial facility between 1963 and 2011, the Rexford parcel has been developed with an industrial building since 1962, and the Hiji property was used for agriculture until around 2003. No structures meeting the significance criteria discussed above are located at the project site. According to a records search conducted through the South Central Coastal Information Center, there are three sites within 1/2-mile of the project site that have been determined to be eligible for listing in the National Register or the California Register. The nearest of these sites to the project site is St. Mary Magdalen Church located at 2315 Ventura Boulevard. Therefore, no impacts to historic resources would occur under Development Scenarios 1 and 2.

- 5b Less Than Significant With Mitigation.** The project site has been utilized for industrial and agricultural operations for several decades. There are no known prehistoric archeological resources at the project site. It is likely that any surface archeological remains that might have once occurred at the project site would have long since been eliminated by past industrial and agricultural activities. In addition, a records search conducted through the South Central Coastal Information Center indicated that no archaeological sites have been discovered within 1/2-mile of the project site. As such, no impacts to known archaeological resources would occur under Development Scenarios 1 and 2. However, there is a remote possibility that archeological resources exist below the ground surface, and that these remains could be encountered during site preparation. While no further evaluation of this issue is recommended, implementation of mitigation measure 5-1 would ensure that any impacts to previously undiscovered archaeological resources would be reduced to a less than significant level. For the Hiji property, mitigation measure 5-1 replaces mitigation measure 5.10-1 from the Final EIR for the Village at the Park Specific Plan.
- 5c Less Than Significant With Mitigation.** The project site and the City of Camarillo in general are not located an area that is conducive to the identification of paleontological resources. As such, no impacts to known paleontological resources would occur under Development Scenarios 1 and 2. However, there is a very remote possibility that paleontological resources exist below the ground surface, and that these remains could be encountered during site preparation. While no further evaluation of this issue is recommended, implementation of mitigation measure 5-2 would ensure that any impacts to previously undiscovered paleontological resources would be reduced to a less than significant level.
- 5d Less Than Significant Impact.** The project site has been utilized for industrial and agricultural operations for several decades and, as such, is not expected to contain human remains, including those interred outside of formal cemeteries. Due to the lack of any indication of a formal cemetery or informal family burial plots on-site, the proposed project would have no impact on known human remains. In the unlikely event that suspected human remains are uncovered during construction, all activities in the vicinity of the remains shall cease and the contractor shall notify the County Coroner immediately pursuant to Section 7050.5 of the *California Health and Safety Code* and Section 5097.98 of the *California Public Resources Code*. Compliance with these codes would ensure that any impacts to previously undiscovered human remains would be reduced to a less than significant level.

Cumulative Impacts

Impacts to cultural resources are generally confined to the immediate vicinity of a project site. As discussed above, the proposed project would not have any impact on known cultural resources. The development of other sites within Camarillo could result in impacts to historic and/or prehistoric cultural

resources, but the proposed project would have no contribution to any cumulative impacts associated with the disturbance of cultural resources elsewhere within Camarillo.

Mitigation

To ensure that the proposed project does not result in significant impacts to previously undiscovered archaeological and/or paleontological resources, the following mitigation measures are required:

- 5-1 The project developer 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.

5-2 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. Copies of the paleontological survey, study, or report shall be submitted to the Department of Community Development.

As stated previously, mitigation measure 5-1 replaces mitigation measure 5.10-1 from the Final EIR for the Village at the Park Specific Plan.

Mitigation Monitoring

The Department of Community Development shall review project construction contracts prior to issuance of grading permits to ensure that the contracts include the mitigation measure requirements.

Impact After Mitigation

Less than significant impacts to previously undiscovered archaeological and paleontological resources would occur with the implementation of mitigation measures 5-1 and 5-2.

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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

Applicable Dawson Drive Industrial Area Concepts and Design Guidelines and Mitigation Measures

There are no guidelines related to geology and soils included in the Dawson Drive Industrial Area Concepts and Design Guidelines. The following mitigation measures from the Mitigated Negative Declaration for the Dawson Drive Industrial Area Concepts and Design Guidelines are applicable to the development of the FF Realty and Rexford parcels:

- Prior to any grading or building permit review, the developer shall prepare and submit to the City Engineer a soils and geologic study in accordance with local requirements and state standards. The study and/or update shall include, but not be limited to, fault trenching, liquefaction and hydro-consolidation, and seismically-induced settlement testing and analysis.
- Any new structures shall be located outside of any identified fault setback zone.

Applicable Village at the Park Specific Plan Standards, Guidelines, and Mitigation Measures

There are no standards or guidelines related to geology and soils included in the Village at the Park Specific Plan. The following mitigation measures from the Village at the Park Final EIR are applicable to the proposed development of the Hiji property:

- 5.8-1 Prior to the design and construction of any structural improvements, the Project developers shall have comprehensive design level geotechnical evaluations conducted that include subsurface exploration and laboratory testing. Recommendations for grading/earthwork, surface and subsurface drainage, foundations, pavement structural sections, and other pertinent geotechnical design considerations shall be formulated and implemented based on the findings of this evaluation.
- 5.8-2 In order to safeguard against major seismic-related failures, all buildings within the Project site shall be constructed in conformance with the Uniform Building Code, as adopted by the City of Camarillo.
- 5.8-3 The fault hazard area and Structural Setback Zone shall be identified on the tract maps or other appropriate document for the highway commercial area to provide notice to property purchasers of the limitation for use of the property.
- 5.8-4 All future habitable structures on the Project site shall be located beyond the limits of the Structural Setback Zone established by Geolabs-Westlake Village.

Explanation of Checklist Answers

The information in this section is based primarily on the following documents:

- *Geotechnical Evaluation, Proposed Commercial Development, Tract 5655, Lots 1-4, Southwest Corner Village at the Park Drive and Petit Street, City of Camarillo, California*, prepared by Gorian and Associates, Inc., April 4, 2007.
- *Engineering Geology and Geotechnical Engineering Report for New MultTenant Industrial Building at 300 South Lewis Road, Camarillo, California*, prepared by Earth Systems Southern California, May 28, 2008.
- *Preliminary Geotechnical Investigation Report for a Proposed Mixed Use Development, City of Camarillo*, prepared by LGC Valley, Inc., December 20, 2011.

- *Fault Evaluation and Exploration, Mixed Use Development, 27 1/2 Acre, Parcel East of Lewis Road at Imation Drive, City of Camarillo, California*, prepared by Gorian and Associates, Inc., April 26, 2012.
- *City of Camarillo Public Review Draft Safety Element 2012*, prepared by RBF Consulting, November 2012.

These documents are available for review at the public counter of the City of Camarillo Department of Community Development.

6a.i Less Than Significant Impact. The project site is located in the Transverse Ranges geomorphic province of Southern California. The Transverse Ranges are essentially east-west trending elongate mountain ranges and valleys that are geologically complex. Structurally, the province reflects the north-south compressional forces that are the result of a bend in the San Andreas Fault. As the Pacific Plate, the westerly side of the fault, and the North American Plate, on the easterly side, move past one another along the fault the bend causes a deflection which allows for large accumulations of compressional energy. Some of these forces are spent in deforming the crust into roughly east-west trending folds and secondary faults. The most significant of these faults are typically reverse or thrust faults, which allow for the crustal shortening taking place regionally. The project site lies in the northern portion of the province, in the City of Camarillo.

To assist cities and counties in avoiding the hazard of surface fault rupture, the Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish Earthquake Fault Zones around the surface traces of active faults. The State has identified three Alquist-Priolo Earthquake Fault Zones within Camarillo. These zones are located along and just north of Las Posas Road, south of U.S. 101 just to the east of the airport, and north of U.S. 101 in the vicinity of Camarillo Road. To supplement the State-designated fault-rupture zones, the City of Camarillo has established several additional fault-rupture zones that also require fault investigations.

The northern portions of the three project site properties are located within the Alquist-Priolo Fault Zone for the Camarillo Fault. The Camarillo fault extends in an east-west direction from the southern side of Camarillo High School to the Camarillo Airport. The trace of the fault is highlighted by the abrupt linear ridges that have been uplifted along the northern side of the fault in the southern portion of Camarillo.

Although the project site properties are located within the Alquist-Priolo Fault Zone for the Camarillo Fault, the technical studies that have been prepared for the project site properties conclude that the actual trace of the Camarillo Fault is located to the north of the project site. Towards the east, the Camarillo Fault is located north of the Hiji parcels near Petit Street. Towards the west, the Camarillo Fault is located at least 100 feet north of the Rexford parcel. As such, rupture of the Camarillo is not expected to occur within the boundaries of the proposed project site. Therefore, development of the proposed project is not expected to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death

involving 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. The potential impact to project properties and residents associated with the potential rupture of the Camarillo Fault would be less than significant.

- 6a.ii Less Than Significant Impact.** As with all properties in the seismically active Southern California region, the project site is susceptible to ground shaking during seismic events produced by local faults. While it is likely that the project site will be shaken by future earthquakes produced in Southern California, modern, well-constructed buildings are designed to resist ground shaking through the use of shear panels and reinforcement. As stated in the *City of Camarillo Public Review Draft Safety Element 2012*, the effects of seismic shaking on future structures and land development projects within the City may be mitigated by adhering to adopted building codes. The California Building Standards Code regulates the design and construction of foundations, building frames, retaining walls, excavations, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions. Compliance with the standards as required by the City would ensure that the potential impact to project properties and residents associated with strong seismic ground shaking would be less than significant
- 6a.iii No Impact.** Ground shaking can induce secondary seismic hazards such as liquefaction, lateral spreading, subsidence, ground fissuring, and landslides. Liquefaction of saturated cohesionless soils can be caused by strong ground motion resulting from earthquakes. A large portion of the City, primarily the western half, lies within a liquefaction hazard zone per the State of California. The process of liquefaction may also produce lateral spreading of soils on properties adjacent to creeks and drainages, such as Calleguas Creek and Conejo Creek. According to the related technical reports and the *City of Camarillo Public Review Draft Safety Element 2012*, the proposed project site and surrounding properties are not, however, located within an area of the City deemed to have a potential for liquefaction. Therefore, the proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.
- 6a.iv No Impact.** The proposed project site and surrounding properties are relatively flat. No large geomorphic features which could pose a landslide threat exist at or near the project site. Therefore, the proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including landslides.
- 6b Less Than Significant Impact.** Project implementation would cover the site with impermeable surfaces, reducing the area of soil exposed to potential soil erosion. However, project site preparation and construction activities have the potential to result in minor erosion of soils during heavy rain storms. This potential for erosion would be controlled by implementation of

stringent erosion controls imposed during construction activities via grading and building permit regulations. The potential for soil erosion during the ongoing operation of the project is relatively low due to the generally level topography of the development area and the fact that the area would be almost entirely paved over. With implementation of the applicable grading and building permit requirements, a less than significant impact would occur related to erosion or the loss of topsoil.

6c No Impact. According to the related technical reports, the proposed project site and surrounding properties are not located on a geologic unit or soil that is unstable or subject to landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, the proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. Therefore, no impacts related to unstable soils would be expected under Development Scenarios 1 and 2.

6d Less Than Significant With Mitigation. According to the related technical reports, the soils at the proposed project site have a very low to low expansion potential. Swelling clay soils can cause distress to residential construction - generally as uplift. Therefore, impacts related to expansive soils would be considered to be potentially significant. Mitigation measure 5.8-1 from the Village at the Park Specific Plan Final EIR would be applicable to the development of the Hiji properties, but is hereby incorporated for the project as a whole. Implementation of mitigation measure 5.8-1 would reduce the potential impacts expansive soils under Development Scenarios 1 and 2 to a less than significant level.

6e No Impact. The project site is located in an area of the City of Camarillo, which is served by a wastewater collection, conveyance, and treatment system operated by the City of Camarillo. No septic tanks or alternative disposal systems are necessary, nor are they proposed. No impact would occur.

Cumulative Impacts

Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the proposed project and any related projects. Similar to the proposed project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of other projects throughout Camarillo would be required to implement the appropriate mitigation measures. Furthermore, the analysis of the proposed project's geology and soils impacts concluded that project impacts would be less than significant. Therefore, the proposed project would not contribute to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.

Mitigation

The following mitigation measure from the Village at the Park Specific Plan Final EIR is incorporated into the proposed project as a whole to address potential impacts associated with expansive soils at the project site:

- 5.8-1 Prior to the design and construction of any structural improvements, the project developers shall have comprehensive design level geotechnical evaluations conducted that include subsurface exploration and laboratory testing. Recommendations for grading/earthwork, surface and subsurface drainage, foundations, pavement structural sections, and other pertinent geotechnical design considerations shall be formulated and implemented based on the findings of this evaluation.

Mitigation Monitoring

The Department of Public Works shall review project geotechnical evaluations prior to issuance of grading and building permits to ensure that the technical reports identify the specific requirements necessary to address expansive soils at the project site. The Department of Public Works shall also review the project engineering plans to ensure that the recommendations of the approved geotechnical investigations are incorporated into the engineering plans.

Impact After Mitigation

Less than significant impacts expansive soils would occur with the implementation of mitigation measure 5.8-1.

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"/>

Applicable Dawson Drive Industrial Area Concepts and Design Guidelines and Mitigation Measures

There are no guidelines or mitigation measures related to greenhouse gas emissions included in the Dawson Drive Industrial Area Concepts and Design Guidelines or its associated Mitigated Negative Declaration.

Applicable Village at the Park Specific Plan Standards, Guidelines, and Mitigation Measures

There are no standards, guidelines, or mitigation measures related to greenhouse gas emissions included in the Village at the Park Specific Plan or its associated Final EIR. However, mitigation measures 5.6-2, 5.6-3, and 5.6-12 from the Village at the Park Specific Plan EIR (discussed in Section 3, Air Quality of this Initial Study) would reduce both air quality emissions and greenhouse gas emissions.

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

According to the 2006 California Climate Action Team (CAT) Report, temperature increases arising from increased GHG emissions potentially could result in a variety of impacts to the people, economy, and

environment of California associated with a projected increase in extreme conditions, with the severity of the impacts depending upon actual future emissions of GHGs and associated warming.

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

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

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

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

As a central requirement of AB 32, the ARB was assigned the task of developing a Scoping Plan that outlines the State's strategy to achieve the 2020 GHG emissions limit. This Scoping Plan, which was developed by the ARB in coordination with the CAT, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the State's dependence on oil, diversify the State's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the State's emissions. Additional key recommendations of the Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards; increases in the amount of clean and renewable energy used to power the State; and implementation of a low-carbon fuel standard that will make the fuels used in the State cleaner. Furthermore, the Scoping Plan also proposes full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports. The Proposed Scoping Plan was approved by the ARB on December 11, 2008.

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

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

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

- Appointment of a Climate Adaptation Advisory Panel;
- Improved water management in anticipation of reduced water supplies, including a 20 percent reduction in per capita water use by 2020;
- Consideration of project alternatives that avoid significant new development in areas that cannot be adequately protected from flooding due to climate change;
- Preparation of agency-specific adaptation plans, guidance or criteria by September 2010;
- Consideration of climate change impacts for all significant State projects;
- Assessment of climate change impacts on emergency preparedness;
- Identification of key habitats and development of plans to minimize adverse effects from climate change;
- Development of guidance by the California Department of Public Health by September 2010 for use by local health departments to assess adaptation strategies;
- Amendment of Plans to assess climate change impacts and develop local risk reduction strategies by communities with General Plans and Local Coastal Plans; and

- Inclusion of climate change impact information into fire program planning by State fire fighting agencies.

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

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

Although not originally intended to reduce greenhouse gases, California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended with recognition that energy-efficient buildings that require less electricity and reduce fuel consumption, which in turn decreases GHG emissions. The current 2010 Title 24 standards (effective as of January 1, 2011) were adopted to respond, amongst other reasons, to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2011 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11).

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;² 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.

As discussed in Section 3, Air Quality of this Initial Study, the City of Camarillo relies upon the expert guidance of the VCAPCD regarding the methodology and thresholds of significance for the evaluation of air quality impacts within Ventura County. GHG emissions are air pollutants

² 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.

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.

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

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

- Tier 1** Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- Tier 2** Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- Tier 3** Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MTCO_{2e}/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_{2e}/year), commercial projects (1,400 MTCO_{2e}/year), and mixed-use projects (3,000 MTCO_{2e}/year). Under option 2 a single numerical screening threshold of 3,000 MTCO_{2e}/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_{2e} per service population for project level analyses and 6.6 MTCO_{2e} 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 initial Study utilizes the 4.8 MTCO_{2e} per service population for project level analyses. This threshold is utilized since it was developed based on the goal of AB 32 to reduce statewide GHG emissions to 1990 levels by 2020. The SCAQMD's applicable thresholds have also been utilized for other projects in Ventura County.

Operational emissions generated by area, energy, and mobile sources, waste disposal, and water and wastewater treatment and conveyance would result from normal day-to-day activities associated with the proposed project after occupation. The increase in annual operational GHG emissions has been calculated utilizing the California Emissions Estimator Model (CalEEMod v. 2011.1.1) recommended by the VCAPCD and the conservative assumption that Development Scenario 1 would be completed and fully operational by 2017 (development in years later than 2017 may result in lower emissions). Table 3 shows the estimated annual GHG emissions that would be generated under Development Scenario 1. As shown, Development Scenario 1 would generate average annual operational GHG emissions that do not exceed the thresholds of significance utilized for this analysis. This would be a less than significant impact.

TABLE 3 - ESTIMATED PROJECT GREENHOUSE GAS EMISSIONS FOR DEVELOPMENT SCENARIO 1

Emissions Source	CO ₂ e in Metric Tons per Year
Area Sources	9.21
Energy Sources	1,132.73
Mobile Sources	4,621.72
Waste Disposal	52.29
Water and Wastewater	133.66
Total Emissions	5,949.61
Project Service Population	1,805
Emissions Per Service Population	3.3
Service Population Threshold of Significance	4.8
Significant Impact?	No

CalEEMod result sheets are provided in Appendix D.

The Rexford property is developed with an industrial building that is largely occupied. The owner of that property is not proposing the development of residential uses at the present time and there is the possibility that residential uses may not be developed on that property for several years, if ever. Therefore, Table 4 shows the annual GHG emissions that would be generated under Development Scenario 2 with the assumption that development of the Rexford property would occur around 2035. As shown, Development Scenario 2 would also generate annual operational GHG emissions that do not exceed the thresholds of significance utilized for this analysis. This would be a less than significant significant impact.

- 7b Less Than Significant Impact.** AB 32 represents the statewide plan for reducing California's GHG emissions to 1990 levels by 2020. In addition, the AB 32 Scoping Plan contains the main strategies California will use to reduce the GHGs that cause climate change. The scoping plan has a range of GHG reduction actions which include direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, market-based mechanisms such as a cap-and-trade system, and an AB 32 cost of implementation fee regulation to fund the program. These measures were introduced through four workshops held between November 30, 2007 and April 17, 2008. A draft scoping plan was released for public review and comment on June 26, 2008 followed by more workshops in July and August, 2008. The proposed scoping plan was released on October 15, 2008 and approved by the California Air Resources Board at the Board hearing on December 12, 2008. As such, the AB 32 Scoping Plan would represent a statewide plan for the reduction or mitigation of greenhouse gas emissions that was adopted by the relevant public agency through a public review process in accordance with

Guidelines Section 15064.4(b)(3), and would constitute a plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases in accordance with CEQA Guidelines Appendix G.

TABLE 4 - ESTIMATED PROJECT GREENHOUSE GAS EMISSIONS FOR DEVELOPMENT SCENARIO 2

Emissions Source	CO ₂ e in Metric Tons per Year
Area Sources	13.57
Energy Sources	1,672.13
Mobile Sources	5,972.13
Waste Disposal	77.20
Water and Wastewater	197.80
Total Emissions	7,902.74
Project Service Population	2,680
Emissions Per Service Population	3.0
Service Population Threshold of Significance	4.8
Significant Impact?	No

CalEEMod result sheets are provided in Appendix D.

Accordingly, taking all of the factors set forth in Guidelines Section 15064.4(b) into account, the proposed project changes would be considered to be a significant contributor to a cumulative adverse GHG emissions impact if the proposed project changes would be inconsistent with the ARB AB 32 Scoping Plan. In addition, for information purposes, the consistency of the proposed project changes with other applicable guidance documents issued in furtherance of AB 32 to date, including the 2006 CAT Report, is provided. By evaluating consistency with these documents, it can be determined whether the proposed project changes would contribute their fair share to the emissions reductions that the Legislature has determined California must achieve.

The consistency of the proposed project with the strategies from the 2006 CAT Report and measures from the ARB's Scoping Plan that are applicable to the proposed project is evaluated in Tables 5 and 6, respectively. As shown, the proposed project would be consistent with all feasible and applicable strategies of the 2006 CAT Report and the recommended measures of ARB Scoping Plan to reduce greenhouse gas emissions in California. Therefore, the impacts of the proposed project would be less than significant under Development Scenarios 1 and 2.

Cumulative Impacts

As discussed above, emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change; the consequences of which may result in adverse environmental effects. The state has mandated a goal of reducing state-wide emissions to 1990 levels by 2020, even though state-wide population and commerce is expected to grow substantially. As discussed above, the proposed project would generate average annual operational emissions that do not exceed the thresholds of significance utilized for this analysis. For this reason, the contribution of the project to the cumulative effect of global climate change is not considered to be cumulatively considerable.

Mitigation

None required. However, mitigation measures 5.6-1 through 5.6-12, 3-1, and 3-2 identified in Section 3, Air Quality of this Initial Study would reduce both air quality emissions and greenhouse gas emissions.

Mitigation Monitoring

None required.

Impact After Mitigation

Not applicable.

**TABLE 5 - PROJECT CONSISTENCY WITH 2006 CAT REPORT
GHG EMISSION REDUCTION STRATEGIES**

Strategy	Project Consistency
California Air Resources Board	
<p>Vehicle Climate Change Standards</p> <p>AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB in September 2004.</p>	<p>Consistent</p> <p>The new uses at the project site would not manufacture new passenger vehicles or light duty trucks that would be subject to ARB regulations. The vehicles that travel to and from the project site on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase. The proposed project would not interfere with the statewide implementation of this strategy.</p>
<p>Diesel Anti-Idling</p> <p>In July 2004, the ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling.</p>	<p>Consistent</p> <p>Current State law restricts diesel truck idling to five minutes or less. Diesel trucks making deliveries to the project site would be subject to this statewide law. The proposed project would not interfere with the statewide implementation of this regulation.</p>
<p>Hydrofluorocarbon Reduction</p> <ol style="list-style-type: none"> 1) Ban retail sale of HFC in small cans. 2) Require that only low GWP refrigerants be used in new vehicular systems. 3) Adopt specifications for new commercial refrigeration. 4) Add refrigerant leak-tightness to the pass criteria for vehicular inspection and maintenance programs. 5) Enforce federal ban on releasing HFCs. 	<p>Consistent</p> <p>This strategy applies to consumer products. All applicable products purchased within California by project residents would comply with the regulations that are in effect at the time of manufacture and sale. The proposed project would not interfere with the statewide implementation of this strategy.</p>
<p>Alternative Fuels: Ethanol</p> <p>Increased use of E-85 fuel.</p>	<p>Consistent</p> <p>Residents of the proposed project could purchase flex-fuel vehicles and utilize this fuel once it is commercially available in the region and local vicinity. No gas stations are proposed for the project site. The proposed project would not interfere with the statewide implementation of this strategy.</p>

**TABLE 5 - PROJECT CONSISTENCY WITH 2006 CAT REPORT
GHG EMISSION REDUCTION STRATEGIES**

Strategy	Project Consistency
<p>Heavy-Duty Vehicle Emission Reduction Measures</p> <p>Increased efficiency in the design of heavy duty vehicles and an education program for the heavy duty vehicle sector.</p>	<p>Consistent</p> <p>The new uses at the project site would not manufacture new heavy duty trucks that would be subject to ARB regulations. The heavy duty vehicles that travel to and from the project site on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture. The proposed project would not interfere with the statewide implementation of this strategy.</p>
<p>Achieve 50% Statewide Recycling Goal</p> <p>Achieving the State's 50 percent waste diversion mandate as established by the Integrated Waste Management Act of 1989, (AB 939, Sher, Chapter 1095, Statutes of 1989), will reduce climate change emissions associated with energy intensive material extraction and production as well as methane emission from landfills. A diversion rate of 48% has been achieved on a statewide basis. Therefore, a 2% additional reduction is needed.</p>	<p>Consistent</p> <p>The City Camarillo has consistently met the 50 percent waste diversion rate required by the Integrated Management Act of 1989. The proposed project would be subject to all applicable standards for the diversion of recyclable materials from landfills and is not expected to negatively affect the City of Camarillo's ability to divert less than 50% of recyclable materials from landfills.</p>
<p>Zero Waste – High Recycling</p> <p>Efforts to exceed the 50 percent goal would allow for additional reductions in climate change emissions.</p>	<p>Consistent</p> <p>The City Camarillo has consistently met the 50 percent waste diversion rate required by the Integrated Management Act of 1989. The proposed project would be subject to all applicable standards for the diversion of recyclable materials from landfills and is not expected to negatively affect the City of Camarillo's ability to divert less than 50% of recyclable materials from landfills.</p>
California Department of Forestry	
<p>Urban Forestry</p> <p>A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs.</p>	<p>Consistent</p> <p>Trees are currently provided throughout the project site. Some of these trees would be removed as part of the project and new trees would be provided as part of the new landscaping for the project site.</p>

**TABLE 5 - PROJECT CONSISTENCY WITH 2006 CAT REPORT
GHG EMISSION REDUCTION STRATEGIES**

Strategy	Project Consistency
California Department of Water Resources	
<p>Water Use Efficiency</p> <p>Approximately 19 percent of all electricity, 30 percent of all natural gas, and 88 million gallons of diesel are used to convey, treat, distribute and use water and wastewater. Increasing the efficiency of water transport and reducing water use would reduce greenhouse gas emissions.</p>	<p>Consistent</p> <p>The proposed project would comply with the City’s mandatory water conservation measures that, relative to the City’s increase in population, have reduced the rate of water demand in recent years.</p>
California Energy Commission (CEC)	
<p>Building Energy Efficiency Standards in Place and in Progress</p> <p>Public Resources Code §25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings).</p>	<p>Consistent</p> <p>At a minimum, the proposed buildings would be constructed in compliance with the standards of Title 24 that are in effect at the time of development. The current 2010 Title 24 standards (effective as of January 1, 2011) were adopted by the State to respond, amongst other reasons, to the requirements of AB 32. These standards have also been adopted by the City of Camarillo.</p>
<p>Appliance Energy Efficiency Standards in Place and in Progress</p> <p>Public Resources Code §25402 authorizes the CEC to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California).</p>	<p>Consistent</p> <p>Under State law, appliances that are purchased for the new uses within the project site would be consistent with energy efficiency standards that are in effect at the time of manufacture. The proposed project would not interfere with the statewide implementation of these regulations.</p>
<p>Fuel-Efficient Replacement Tires & Inflation Programs</p> <p>State legislation established a statewide program to encourage the production and use of more efficient tires.</p>	<p>Consistent</p> <p>The proposed project would not involve the manufacture of tires for motor vehicles. All vehicle tires purchased and used by project residents would comply with the regulations that are in effect at the time of manufacture and sale. The proposed project would not interfere with the statewide implementation of this strategy.</p>

**TABLE 5 - PROJECT CONSISTENCY WITH 2006 CAT REPORT
GHG EMISSION REDUCTION STRATEGIES**

Strategy	Project Consistency
<p>Alternative Fuels: Non-Petroleum Fuels</p> <p>Increasing the use of non-petroleum fuels in California’s transportation sector, as recommended in the CEC’s 2003 and 2005 Integrated Energy Policy Reports.</p>	<p>Consistent</p> <p>Residents of the project site could purchase non-petroleum fuel vehicles and utilize these fuels once it they are commercially available in the region and local vicinity. The proposed project would not interfere with the statewide implementation of this strategy.</p>
<p>Business, Transportation and Housing</p>	
<p>Smart Land Use and Intelligent Transportation Systems (ITS)</p> <p>Smart land use strategies encourage jobs/housing proximity, promote transit-oriented development, and encourage high-density residential/commercial development along transit corridors.</p> <p>ITS is the application of advanced technology systems and management strategies to improve operational efficiency of transportation systems and movement of people, goods and services.</p>	<p>Consistent</p> <p>Development of the proposed project would result in infill development of properties that are and/or have previously used for industrial and agricultural uses, and have been planned for urban development. The project locates new residential housing within walking distance of existing commercial and public institutional uses, and a public transportation center, including bus and rail.</p>
<p>The Governor is finalizing a comprehensive 10-year strategic growth plan with the intent of developing ways to promote, through state investments, incentives and technical assistance, land use, and technology strategies that provide for a prosperous economy, social equity and a quality environment.</p> <p>Smart land use, demand management, ITS, and value pricing are critical elements in this plan for improving mobility and transportation efficiency. Specific strategies include: promoting jobs/housing proximity and transit-oriented development; encouraging high density residential/commercial development along transit/rail corridor; valuing and congestion pricing; implementing intelligent transportation systems, traveler information/traffic control, incident management; accelerating the development of broadband infrastructure; and comprehensive, integrated, multimodal/intermodal transportation planning.</p>	

**TABLE 5 - PROJECT CONSISTENCY WITH 2006 CAT REPORT
GHG EMISSION REDUCTION STRATEGIES**

Strategy	Project Consistency
State and Consumer Services Agency	
<p>Green Buildings Initiative</p> <p>Green Building Executive Order, S-20-04 (CA 2004), sets a goal of reducing energy use in public and private buildings by 20 percent by the year 2015, as compared with 2003 levels. The Executive Order and related action plan spell out specific actions state agencies are to take with state-owned and –leased buildings. The order and plan also discuss various strategies and incentives to encourage private building owners and operators to achieve the 20 percent target.</p>	<p>Consistent</p> <p>At a minimum, the project buildings would be constructed in compliance with the standards of Title 24 that are in effect at the time of development. The current 2010 Title 24 standards (effective as of January 1, 2011) were adopted by the State to respond, amongst other reasons, to the requirements of AB 32. These standards have also been adopted by the City of Camarillo.</p>
<p>California Solar Initiative</p> <p>The solar initiative includes installation of 1 million solar roofs or an equivalent 3,000 MW by 2017 on homes and businesses, increased use of solar thermal systems to offset the increasing demand for natural gas, use of advanced metering in solar applications, and creation of a funding source that can provide rebates over 10 years through a declining incentive schedule.</p>	<p>Consistent</p> <p>Solar panels are not proposed for the project at this time. However, the design of the project buildings would not preclude the installation and use of solar equipment at the project site at a later date.</p>

Source of table strategy data: Climate Action Team, 2006.

**TABLE 6 - PROJECT CONSISTENCY WITH ARB SCOPING PLAN
RECOMMENDED GHG EMISSION REDUCTION MEASURES**

Measure	Project Consistency
<p>Energy Efficiency</p> <p>Maximize energy efficiency building and appliance standards, and pursue additional efficiency efforts including new technologies, and new policy and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California (including both investor-owned and publicly owned utilities).</p>	<p>Consistent</p> <p>At a minimum, the project buildings would be constructed in compliance with the standards of Title 24 that are in effect at the time of development. The current 2010 Title 24 standards (effective as of January 1, 2011) were adopted by the State to respond, amongst other reasons, to the requirements of AB 32. These standards have also been adopted by the City of Camarillo.</p>
<p>Million Solar Roofs Program</p> <p>Install 3,000 MW of solar-electric capacity under California's existing solar programs.</p>	<p>Consistent</p> <p>Solar panels are not proposed for the project at this time. However, the design of the project buildings would not preclude the installation and use of solar equipment at the project site at a later date.</p>
<p>Green Building Strategy</p> <p>Expand the use of green building practices to reduce the carbon footprint of California's new and existing inventory of buildings.</p>	<p>Consistent</p> <p>At a minimum, the project buildings would be constructed in compliance with the standards of Title 24 that are in effect at the time of development. The current 2010 Title 24 standards (effective as of January 1, 2011) were adopted by the State to respond, amongst other reasons, to the requirements of AB 32. These standards have also been adopted by the City of Camarillo.</p>
<p>Recycling and Waste</p> <p>Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.</p>	<p>Consistent</p> <p>The City Camarillo has consistently met the 50 percent waste diversion rate required by the Integrated Management Act of 1989. The proposed project would be subject to all applicable standards for the diversion of recyclable materials from landfills and is not expected to negatively affect the City of Camarillo's ability to divert less than 50% of recyclable materials from landfills.</p>
<p>Water</p> <p>Continue efficiency programs and use cleaner energy sources to move and treat water.</p>	<p>Consistent</p> <p>The proposed project would comply with the City's mandatory water conservation measures that, relative to the City's increase in population, have reduced the rate of water demand in recent years.</p>

Source of table measure data: California Air Resources Board, 2008.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 or people residing or working in the project area?	<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 result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Applicable Dawson Drive Industrial Area Concepts and Design Guidelines and Mitigation Measures

There are no guidelines related to hazards and hazardous materials included in the Dawson Drive Industrial Area Concepts and Design Guidelines. The following mitigation measures from the Mitigated

Negative Declaration for the Dawson Drive Industrial Area Concepts and Design Guidelines are applicable to the development of the FF Realty and Rexford parcels:

- Prior to demolition activities that may occur in connection with future development, a comprehensive EOA/HUD level lead-based paint survey shall be performed. In the event that lead is present at levels warranting action (lead-based paint with lead concentration >350 ppm), abatement by a California licensed abatement contractor shall precede demolition activities. Such assessment and remediation shall be implemented by the developer and shall be subject to review and approval by the Assistant Director/City Planner prior to commencement of on-site demolition activities.
- Should redevelopment occur as a result of adoption of the Dawson Drive Area Concepts and Design Guidelines and any resulting rezoning, future applicants shall obtain a Phase I ESA for the proposed site. The Phase I ESA shall be prepared in accordance with ASTM E-1527-00 "Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process." The purpose of a Phase I ESA is to identify environmental conditions at a proposed project site that may suggest environmental contamination. The Phase I ESA report shall be prepared by a Registered Environmental Assessor or similarly qualified individual prior to initiating any construction activities within the area. If recommended in the Phase I ESA, the project sponsor shall undertake (or require the responsible party to undertake) a Phase II ESA soil sampling plan; or if any environmental contamination is identified by the Phase I ESA, the project sponsor shall implement (or require the responsible party to implement) the recommendations of the report to further investigate and to remove any pesticide/herbicide soil contamination.

Applicable Village at the Park Specific Plan Standards, Guidelines, and Mitigation Measures

There are no standards, guidelines, or mitigation measures related to hazards and hazardous materials included in the Village at the Park Specific Plan or its associated Final EIR.

Explanation of Checklist Answers

The information in this section is based primarily on the following documents:

- *Phase I Environmental Site Assessment for the Imation Corporation, 300 South Lewis Road, Camarillo, California 93012*, prepared by ADR Environmental Group, December 10, 2003.
- *Environmental Site Assessment - Phase I and Screening Soil Gas Survey - Phase II, APN 229-0-070-230, Portion of Former Imation Corp. Property, 27.56 Acres of Closed Industrial Facility, 350 Lewis Road, Camarillo, California 93012*, prepared by California Environmental, January 2012.
- *City of Camarillo Public Review Draft Safety Element 2012*, prepared by RBF Consulting, November 2012.

The first two technical documents are included as Appendix E to this Initial Study. The *City of Camarillo Public Review Draft Safety Element 2012* is available for review at the public counter of the City of Camarillo Department of Community Development.

8a-b Less Than Significant With Mitigation.

Construction-Related Impacts

Between 1963 and 2008 the FF Realty parcel was developed with a 115,000-square-foot building for the manufacture of magnetic media and data recording products. Ancillary structures and features included a solvent recovery area (SRA), solvent recovery water containment basin, solvent recovery tank farm, hazardous waste storage area, wet scrap dryer, raw materials tank farm, electrical substation, fire pump house, and an athletic field for employee soccer and baseball. The manufacturing facility at the FF Realty property was demolished in 2011. A stockpile of crushed concrete is located in the eastern portion of the FF Realty property. The athletic field remains at the west leg of the property although it is minimally maintained and no longer used for athletic activities. The previous manufacturing uses and activities generated and stored hazardous materials at the FF Realty property.

In 1989, permits for the removal of eighteen underground storage tanks (USTs) were obtained from the County of Ventura Environmental Health Department. The USTs contained solvents, waste solvents, wastewater and fuel. Nine underground storage tanks were located within the solvent recovery unit, six underground storage tanks were located within the UST farm area, and three fuel tanks were located on the eastern portion of the property. Impacted soil (MEK and toluene) was discovered following the removal of the nine USTs within the SRA. Extensive soil and groundwater assessment was performed onsite by consultants for Imation. An in-situ volatilization system (vapor extraction system) was utilized to remove the volatile organic compounds (VOCs) from the soil. Subsurface assessment beneath the six underground storage tanks located within the product UST farm area revealed two localized areas of TPH impacts in soil. In response, approximately 500 cubic yards of TPH impacted soil was excavated from the UST area and transported for offsite disposal. All agency requirements pertaining to the removal of the USTs in 1989 were met.

The California Environmental Protection Agency Department of Toxic Substances Control (CalEPA-DTSC or DTSC) conducted a Resource Conservation Recovery Act (RCRA) Facility Assessment (RFA) of the Imation facility in April 1998. The RFA included a review of regulatory agency files and a site reconnaissance. Following the DTSC review, Imation entered into a Consent Agreement with DTSC in April 1999. Twenty-five Solid Waste Management Units (SWMUs) were identified at the subject property. On October 25, 1999, DTSC approved a Phase I RCRA Facility Investigation (RFI) which was submitted on July 22, 1999. The RFI recommended

no further action for twenty-three of the SWMUs. The SWMUs that required additional evaluation were SWMU 2 (nine Hazmat USTs) and SWMU 25 (Fuel USTs). Imation entered into a Corrective Action Consent Agreement with DTSC, which required assessment/mitigation be conducted at SWMU's 2 and 25 to the satisfaction of DTSC. DTSC concluded that no further action was required following the review of the 2001 RFI prepared for the SWMU's. On October 25, 2002 DTSC issued a letter of termination for the corrective action consent decree.

The 2002 DTSC letter of determination was issued prior to adoption of the DTSC guidance levels for VOCs in shallow soil gas beneath residential and commercial properties in 2005. Therefore, a screening soil gas assessment was conducted at the FF Realty property in 2012. The screening assessment identified low concentrations of VOCs (BTEX, PCE, trichlorofluoromethane, 1,1-dichloroethene and 1,1,2-trichlorofluoromethane) in shallow soil gas beneath the property. However, the concentration of VOCs in shallow soil gas do not exceed the recommended shallow soil gas screening level (CHHSLs and RSLs) for the individual VOCs as promulgated by CalEPA-DTSC and the United States Environmental Protection Agency (USEPA). The stockpiled concrete in the eastern portion of the FF Realty property has the potential to have VOCs associated with the previous manufacturing operations.

Shallow soil samples were also obtained and analyzed from the southern portion of the FF Realty property for pesticides and for arsenic. Low levels of DDT and DDE (a breakdown product of DDT) were detected in shallow soil beneath the property. The maximum concentration of residual chlorinated pesticide residue detected was 550 µg/Kg of 4,4-DDE. The maximum concentration of DDT detected was 30 µg/Kg. The concentrations of DDT and DDE detected in soil beneath the site are below the CalEPA advisory levels (CHHSLs = 1,600 µg/kg) for residential properties. Low concentrations of arsenic were also found in the soil samples. The levels of arsenic ranged from 1.8-3.4 mg/Kg. The concentration of arsenic found in onsite soil exceeds the State of California CHHSL (0.07 mg/kg) for residential property, however, the concentration of arsenic found onsite is consistent with the natural background levels of arsenic in Southern California soil (5-15mg/kg).

The industrial building at the Rexford property was not demolished along with the 3m/Imation manufacturing building and has, instead, been refurbished and leased out to several tenants. When this building was owned and operated by 3M/Imation, it was used for the packaging, storage, and distribution of the magnetic media and data recording products. No manufacturing or hazardous materials activities occurred within this building. The only issue with this building that was identified in the Phase I Environmental Site Assessment for the Rexford property was the presence of asbestos containing materials (ACMs) within the structure at the time that was owned and operated by Imation and before it was purchased by Rexford Industrial. The report recommended that ACMs be removed in accordance with applicable state and federal laws prior

to renovation or demolition and that additional testing of untested materials be performed prior to renovation or demolition. A Certificate of Completion demonstrates that the ACMs were removed from the industrial building in 2004.

The Hiji portion of the proposed project site is undeveloped with the exception of three covered parking structures. Prior to and shortly after approval of the Specific Plan in 2001 the Village at the Park project site was under agricultural operation. No soil remediation has been required for development within the Village at the Park Specific Plan area.

Based on this information, construction-related impacts could occur if the stockpiled concrete in the eastern portion of the FF Realty property has levels of VOCs associated with the previous manufacturing operations that exceed DTSC guidance levels and the concrete materials would be used under the proposed residential structures. The Environmental Site Assessment - Phase I and Screening Soil Gas Survey - Phase II for the FF Realty property recommended that the stockpiled concrete should be tested prior to reuse at the project site. This recommendation is reflected in mitigation measure 8-1. This measure would ensure that potential construction-related impacts associated with the potential use of hazardous materials would be less than significant under Development Scenario 1. Due to the demonstrated lack of existing hazardous materials elsewhere within the project site, the potential impacts associated with Development Scenario 2 would be less than significant.

Operational Impacts

As a residential project, the only potentially hazardous materials that would be used on a regular basis at the project site would be cleaning and landscaping products that are common to all urban development. The proper use of these products would not create a significant hazard to the public living at or near the project site and the potential impact would be less than significant for Development Scenarios 1 and 2.

8c Less Than Significant Impact. St. Mary Magdalen School is located approximately 0.11 mile to the northwest of the Rexford property and Rancho Rosal Elementary School is located approximately 0.42 mile east of the Hiji properties. As discussed in Section 8a and b above, no off site impacts associated with hazards and hazardous materials are anticipated with construction and operation of the proposed project. The types of cleaning and landscaping products used at the project site would be similar to those used at these schools. Therefore, the proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school and the impacts of the proposed project would be less than significant under Development Scenarios 1 and 2.

8d Less Than Significant With Mitigation. The previous manufacturing uses and activities generated and stored hazardous materials at the FF Realty property. As a result, the FF Realty

property is listed on the RCRA CORRACTS, RCRA non-CORRACTS, CHMIRS, HWP, ENVIROSTOR, RCRA-TSDF, RCRA-LQG, WDS, NPDES, TSCA, HISTORICAL CORTESE, LUST, SLIC, ENF, FINDS, HIST UST, AST, and HAZNET databases. As discussed in Section 8a and b above, all of the sources of hazardous materials have been removed from the site and no off site impacts associated with hazards and hazardous materials are anticipated with construction and operation of the proposed project. Construction-related impacts could occur if the stockpiled concrete in the eastern portion of the FF Realty property has levels of VOCs associated with the previous manufacturing operations that exceed DTSC guidance levels and the concrete materials would be used under the proposed residential structures. Mitigation measure 8-1 would ensure that potential construction-related impacts associated with the potential use of hazardous materials would be less than significant under Development Scenario 1. Due to the demonstrated lack of existing hazardous materials elsewhere within the project site, the potential impacts associated with Development Scenario 2 would be less than significant.

- 8e Less Than Significant Impact.** The proposed project site is located within the general flight paths of Camarillo Airport and Naval Air Station Point Mugu. It is, however, located outside of the airport land use plan areas and outer safety zones for these airports. As discussed in the City of Camarillo Public Review Draft Safety Element 2012, all development, land use, and operational FAA Regulations in place at Camarillo Airport are intended to protect residents from potential aircraft crash incidents. Compliance with all applicable FAA regulations severely reduces the potential for aircraft crash incidents. The various protection zones and height restriction zones are in place so that current and future development is not subjected to potential aircraft crash incidents. FAA Operational procedures must also be adhered to for arriving and departing aircraft. Therefore, the potential safety risk of project residents to aircraft hazards would be no greater than most areas within Camarillo. This would be a less than significant impact under Development Scenarios 1 and 2.
- 8f No Impact.** There are no private airstrips located within the vicinity of Camarillo. No impact would occur.
- 8g Less Than Significant Impact.** According to the City of Camarillo Public Review Draft Safety Element 2012, evacuation routes in Camarillo are dependent upon the event and need for evacuation. During a breach of the Bard Reservoir, the only required evacuation route would be the movement onto high ground out of the flood plain, which is generally north of Ponderosa Road, westerly of Ponderosa and Las Posas Roads and easterly of Calleguas Creek northerly of the Ventura Freeway (U.S. 101). In the event of a major chemical spill or other significant disaster, the City would be evacuated using U.S. 101 for east and westerly traffic or Lewis Road for evacuating the residents to the north or south. The proposed project would alter vehicular circulation routes external to the project site, or impede public access or travel upon public rights-

of-way. Therefore, the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This would be a less than significant impact under Development Scenarios 1 and 2.

8h No Impact. According to the City of Camarillo Public Review Draft Safety Element 2012, the undeveloped hillside areas in and adjacent to the City present a potentially serious hazard due to the high potential for large-scale wildland fires. The proposed project site is located in the flat area of the City and is largely surrounded by other urban development. It is not located in the area designated in the City of Camarillo Public Review Draft Safety Element 2012 as a very high or high fire hazard zone. Therefore, no impact associated with wildland fires would occur under Development Scenarios 1 and 2.

Cumulative Impacts

Development of the proposed project in combination with projects elsewhere in Camarillo has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials throughout the City. However, the potential impact associated with the proposed project would be less than significant with mitigation and, therefore, not cumulatively considerable. As with the proposed project, the potential presence of hazardous substances associated with other related projects would require evaluation on a case-by-case basis in conjunction with the development proposals for each of those properties. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials, which would further reduce impacts associated with related projects. Therefore, with compliance with local, state and federal laws pertaining to hazardous materials, the proposed project in conjunction with other project throughout Camarillo would be expected to result in less than significant cumulative impacts with respect to hazards and hazardous materials.

Mitigation

The following mitigation measure is required to ensure that the potential construction-related impacts associated with the potential use of hazardous materials would be less than significant:

8-1 The developer of the FF Realty property shall have the stockpiled concrete tested for VOCs prior to use reuse under the proposed residential buildings at the project site. Only demolished concrete materials meeting the DTSC guidance levels shall be used at the project site.

Mitigation Monitoring

The Department of Building and Safety shall review test results of the stockpiled concrete prior to issuance of building permits to ensure that any demolished concrete materials proposed to be reused under the proposed residential buildings meet the applicable DTSC guidance levels.

Impact After Mitigation

Less than significant impacts associated with hazardous materials would occur with the implementation of mitigation measure 8-1.

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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

Applicable Dawson Drive Industrial Area Concepts and Design Guidelines and Mitigation Measures

The Dawson Drive Industrial Area Concepts and Design Guidelines identifies the storm drainage system of the Dawson Drive Industrial area and discusses the water quality permit standards that are applicable to the area. There are no mitigation measures related to hydrology and water quality included in the Mitigated Negative Declaration for the Dawson Drive Industrial Area Concepts and Design Guidelines.

Applicable Village at the Park Specific Plan Standards, Guidelines, and Mitigation Measures

The Village at the Park Specific Plan identifies the storm drainage system for the site development plan and discusses the water quality permit standards that are applicable to the Specific Plan development. The following mitigation measures from the Village at the Park Final EIR are applicable to the proposed development of the Hiji property:

- 5.9-1 Prior to initiation of any construction activity on the project site, the project developer shall file for an NPDES permit from the RWQCB. A Notice of Intent (NOI), Storm Water Pollution Prevention Plan (SWPPP), and Monitoring Plan are requirements of the NPDES permit. The SWPPP shall include Best Management Practices (BMPs) in compliance with the NPDES program requirements.
- 5.9-2 Project improvements plans shall incorporate appropriate SQUIMP requirements into the project design consistent with Ventura County Municipal Stormwater NPDES Permit No. CAS004002.
- 5.9-6 The on-site detention basins shall incorporate filtration systems or other devices to reduce the potential for herbicides, pesticides, fertilizers, and other contaminants to transfer to off-site locations.

Explanation of Checklist Answers

The information in this section is based primarily on the following documents:

- *Preliminary Hydrology Report for Residential Planned Community at 350 South Lewis Road, Camarillo, CA*, prepared by Alliance Land Planning & Engineering, Inc., June 17, 2013.
- *City of Camarillo Public Review Draft Safety Element 2012*, prepared by RBF Consulting, November 2012.

The Preliminary Hydrology Report is included as Appendix F to this Initial Study. The City of Camarillo Public Review Draft Safety Element 2012 is available for review at the public counter of the City of Camarillo Department of Community Development.

9a Less Than Significant Impact.

Construction-Related Impacts

Implementation of the proposed project would involve site preparation and construction of the proposed buildings and associated infrastructure. Since each development under the proposed project would include grading of more than one acre, and the lots within the project site are not less than one acre in size, each development project would require a General Construction Activity Storm Water Permit from the State Water Resources Control Board (SWRCB) prior to the start of construction. The National Pollutant Discharge Elimination System (NPDES) requires that a Notice of Intent (NOI) be filed with the SWRCB. By filing an NOI, the project developers agree to the conditions outlined in the General Permit. One of the conditions of the General Permit is the development and the implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP identifies which structural and nonstructural Best Management Practices (BMPs) will be implemented, such as sandbag barriers, temporary desilting basins near inlets, gravel driveways, dust controls, employee training, and general good housekeeping practices. With implementation of the applicable grading and building permit requirements and the application of BMPs specifically designed to minimize construction-related water quality impacts, the construction of the proposed project would not violate any water quality standards or waste discharge requirements. Therefore, impacts from construction activities would be less than significant under Development Scenarios 1 and 2.

Operational Impacts

The FF Realty and Rexford developments would be designed to meet the requirements of the Ventura County Municipal Stormwater Permit (CAS004002, Order R4-2010-0108) and related requirements of the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures (TGM) that are in effect at the time of building development. The current version of the TGM is dated July 2011 and includes site design, site-specific source control retention measures, and treatment control measures. Order R4-2010-0108 and the July 2011 TGM promote land development and redevelopment strategies that consider water quality and water management benefits associated with smart growth techniques. A key requirement is that all new development and redevelopment projects shall reduce the Effective Impervious Area (EIA) to five percent or less of the total project area by retaining the water quality volume of the design storm (e.g., 0.75" storm depth) using infiltration, reuse or evapotranspiration, or retention BMPs. In addition, treatment must be provided for the five percent EIA and developed pervious areas. If it is technically infeasible to reduce the EIA to five percent, then the project must biofilter 1.5 times the remaining volume. Alternative compliance measures are allowed when strict compliance is demonstrated to be technically infeasible. The City will require the developers of the FF Realty and Rexford parcels to submit a Post Construction Stormwater Quality Management Plan

(PCSMP) for approval by the Public Works Department along with the project building applications.

Stormwater permits have already been obtained prior to October 2011 for the Village at the Park tract and the master drainage infrastructure has already been installed within the area. The Hiji properties would be developed consistent with the existing Village at the Park permits and the Ventura County Stormwater Quality Urban Impact Management Plan (SQUIMP).

Compliance with all applicable federal, state, and local regulations, Code requirements, and permit provisions would ensure that the proposed project would not violate any water quality standards or waste discharge requirements and the impact of the project would be less than significant under Development Scenarios 1 and 2.

9b Less Than Significant Impact. As discussed in Section 17d of this Initial Study, the water that would be supplied by the City to the proposed project would likely be obtained by increasing the amount of groundwater withdrawn from the Fox Canyon Aquifer. The City is currently providing about 260 acre-feet less than its available supplies and these supplies are based on reductions in water supplies due to multi-year drought conditions. Therefore, the City of Camarillo would not need to extract any groundwater supplies in excess of its existing and expected future groundwater allocation and the water demand of the project would not be expected to adversely affect the groundwater supplies of the Fox Canyon Aquifer. The project site is also not a source of groundwater recharge for the Fox Canyon Aquifer. Therefore, the impact of the proposed project on groundwater supplies would be less than significant under Development Scenarios 1 and 2.

9c Less Than Significant Impact. There are no natural watercourses at the project site and the project site does not drain towards any natural watercourse. The existing stormwater runoff from the FF Realty and Rexford properties sheet flows to on-site storm drains, which then exit into a trapezoidal concrete channel located on the south side of the southern boundary of the FF Realty property. At the end of this channel the stormwater flows enter an existing concrete box culvert located along the east side of Lewis Road. Storm water from the Hiji parcels sheet flows to Village at the Park Drive, which then flow to the south where they enter a storm drain located to the north of Westpark Court. The potential for the proposed project to cause erosion or siltation onsite or offsite would occur during site construction activities.

As discussed above in Section 9a, the SWPPP required for project construction activities identifies which structural and nonstructural BMPs will be implemented, such as sandbag barriers, temporary desilting basins near inlets, gravel driveways, dust controls, employee training, and general good housekeeping practices. With implementation of the applicable grading and building permit requirements and the application of BMPs specifically designed to minimize

construction-related water quality impacts, the construction of the proposed project would not cause substantial erosion or siltation onsite or offsite. Therefore, potential erosion and/or siltation impacts would be less than significant under Development Scenarios 1 and 2.

9d Less Than Significant Impact. As discussed above, there are no natural watercourses at the project site and the project site does not drain towards any natural watercourse. The existing stormwater runoff from the FF Realty and Rexford properties sheet flows to on-site storm drains, which then exit into a trapezoidal concrete channel located on the south side of the southern boundary of the FF Realty property. At the end of this channel the stormwater flows enter an existing concrete box culvert located along the east side of Lewis Road. Storm water from the Hiji parcels sheet flows to Village at the Park Drive, which then flow to the south where they enter a storm drain located to the north of Westpark Court.

The storm water from the FF Realty property would sheet flow via landscape or drive aisles into a private storm drain system similar to the existing condition at this property. All flow within the private storm drain system would be conveyed to a high and low flow splitter to separate the required volume for a 0.75" (low flow) storm event. The high flow would then be conveyed via the storm drain system and released into the existing trapezoidal channel to the south of the site. The project would be subject to a Condition of Approval to demonstrate the long-term usage and maintenance rights to the channel. The low flow would be conveyed to a pretreatment system for gross solid removal and then the low flow would be treated prior to entering the infiltration chambers by using a filtration treatment unit. After being treated, the 0.75" storm event volume would be conveyed into the infiltration chambers in order to be infiltrated through the ground. Infiltration rates vary throughout the site, with an average for the site of about 9.6" per hour, which would ensure a drawdown time of less than 24 hours.

As an alternative approach, if it is determined at the time of construction design to be financially viable, a more aggressive approach above the regulations could be implemented for the FF Realty development. In this case, all flow within the private storm drain system would be conveyed to a pretreatment system, then low and high flow splitters would separate the required volume for a 0.75" low flow storm event. The 0.75" storm event would be treated prior to entering the infiltration chambers by using a filtration treatment unit, and all volumes produced that are larger than the 0.75" storm event (high flow) would enter directly into subsurface infiltration chambers after being pretreated for gross solid removal. All high flow would then exit the chambers through a high flow bypass into the private storm drain system. After being treated, the 0.75" storm event volume would be conveyed into the infiltration chambers in order to be infiltrated through the ground. As stated above, an average infiltration rate of 9.6" per hour would ensure a drawdown time of less than 24 hours. High flows would continue through the storm drain system to the existing concrete channel to the south of the FF Realty site.

The City of Camarillo requires that all storm drain systems are in compliance with the Q₅₀ design storm. Under the existing condition at the FF Realty site, the Q₅₀ rate is 72 cubic feet per second (cfs) with a total volume of 480,903 cubic feet. The developed condition of the FF Realty property is estimated to generate a Q₅₀ rate of 90 cfs and a total volume of 612,018 cubic feet. Therefore, the Q₅₀ increase between the existing and developed conditions at the FF Realty property is calculated to be 18 cfs and the volume increase would be 131,115 cubic feet. The low flow splitters for the property are proposed to be sized to accommodate a total of 4.7 cfs, which, when calculated across the span of a 24-hour storm event, reduces the developed condition volume by 400,000 cubic feet. The proposed infiltration chambers would provide 77,850 cubic feet of storage and actively infiltrate at a rate of 9.6 cfs. The increased developed volume, as well as the majority of the existing volume, would be infiltrated as discussed above. This would leave less overall volume to be conveyed through the existing downstream system in the developed condition than in the existing conditions.

As discussed above, the peak flow rate for the developed condition at the FF Realty property is expected to be 90 cfs, which is 18 cfs higher than the existing condition. The proposed water quality treatment system would remove 4.7 cfs from this peak (low flow), leaving 85.3 cfs to release through the storm drain system to the trapezoidal channel (high flow). During times of peak flow, ponding would not be an issue for this property. Analysis of the storm drain system upstream of the trapezoidal channel shows that the hydraulic grade line is several feet below the finish surface grades of the proposed site plan for the FF Realty development. As the hydraulic grade level (HGL) rises, the proposed site elevation rises, always maintaining the separation. As such, the catch basins would be two to three feet over the HGL and would be in compliance with the 1-foot freeboard requirement.

Storm water from the Hiji parcels would continue to sheet flow to Village at the Park Drive and the storm drain located to the north of Westpark Court. This drain along with the others in Village at the Park was sized to accommodate the development of the Specific Plan area. Therefore, development of the Hiji parcels would not alter the existing drainage pattern of the site or area in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.

The owner of the Rexford property is not proposing the development of residential uses at the present time and there changes to the existing drainage patterns of that property at this time. In the event that residential uses are ever built at the Rexford property, it is expected that the drainage system would be similar to the system proposed for the FF Realty property (although to the standards in effect at the time) and that the changes to drainage system would not alter the existing drainage pattern of the site or area in a manner which would result in flooding on- or off-site.

Based on the preceding discussions, development of the proposed project under Development Scenarios 1 and 2 would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite. The impact of the proposed project would be less than significant.

- 9e Less Than Significant Impact.** As discussed above, the developments within the proposed project site would continue to drain towards the existing drains in the local vicinity. The runoff from the FF Realty and Rexford properties would be reduced to equal or less volumes than current conditions. The drainage system within Village at the Park has been designed to accommodate and treat the runoff throughout the Specific Plan area. The Hiji properties would be developed consistent with the existing Village at the Park permits and the Ventura County SQUIMP. Therefore, the impact of the proposed project on stormwater capacity and quality would be less than significant under Development Scenarios 1 and 2.
- 9f No Impact.** The potential for the proposed project to degrade water quality has been discussed above. The proposed project would not otherwise degrade water quality and no such impact would occur under Development Scenarios 1 and 2.
- 9g-h Less Than Significant With Mitigation.** According to the City of Camarillo Public Review Draft Safety Element 2012 and the Preliminary Hydrology Report, the proposed project site is located within the 500-year flood zone, but not within the 100-year flood zone. Areas of the project site could, however, be placed within the 100-year flood zone if these areas were to be lowered from their current elevation as a part of project development. The City will require the project developers to ensure that no areas of the project site are lower than their current elevations and that all new residential structures would be constructed a minimum of 12 inches above the 100 year flood levels. This requirement is reflected in mitigation measure 9-1. Compliance with this requirement would reduce the potential impact to a less than significant level under Development Scenarios 1 and 2.
- 9i Less Than Significant Impact.** According to the City of Camarillo Public Review Draft Safety Element 2012, the proposed project site along with much of Camarillo is located within the inundation area of Bard Reservoir, which holds approximately 11,000 acre-feet of water. The City has responded to this potential hazard by developing a dam failure evaluation plan in cooperation with the Ventura County Fire Protection District and the Ventura County Office of Emergency Services. The evaluation plans seek to get people located within the inundation area to higher elevations in the event that a dam failure was to occur. However, the risk of the Bard Reservoir dam failing is considered to be very low and development of the proposed project would not expose residents of the projected project to a significant risk associated with dam

failure. The impact of the proposed project would be less than significant under Development Scenarios 1 and 2.

- 9j **No Impact.** Topographically, the project site and surrounding area are flat and not susceptible to mudflows. The site is also not located near any inland bodies of water or water storage facilities that would be considered susceptible to seiche. In low-lying areas such as the Oxnard Plain, the hazard zone for tsunamis can extend up to approximately one mile inland from the Pacific Ocean. However, the City of Camarillo and the project site are located approximately ten miles inland from the Pacific Ocean. Therefore, there would be no impacts related to loss, injury or death involving inundation at the project site by seiche, tsunami or mudflow.

Cumulative Impacts

Development of the proposed project in combination with other new projects in the City of Camarillo would largely result in further development or redevelopment in an already urbanized area. As discussed above, the City of Camarillo requires that any increase of volume for flow be mitigated by reducing the increase to existing condition levels. Therefore, cumulative impacts to the existing or planned stormwater drainage system would be less than significant. In addition, development of each related project site would be subject to the development and construction standards that are designed to ensure water quality and hydrological conditions are not adversely affected. All of the related projects would be required to implement BMPs and those that disturb more than one acre would be required to conform to the existing NPDES water quality program. Therefore, cumulative water quality impacts would be less than significant.

Mitigation

The following mitigation measures from the Village at the Park Final EIR are applicable to the proposed development of the Hiji property:

- 5.9-1 Prior to initiation of any construction activity on the project site, the project developer shall file for an NPDES permit from the RWQCB. A Notice of Intent (NOI), Storm Water Pollution Prevention Plan (SWPPP), and Monitoring Plan are requirements of the NPDES permit. The SWPPP shall include Best Management Practices (BMPs) in compliance with the NPDES program requirements.
- 5.9-2 Project improvements plans shall incorporate appropriate SQUIMP requirements into the project design consistent with Ventura County Municipal Stormwater NPDES Permit No. CAS004002.
- 5.9-6 The on-site detention basins shall incorporate filtration systems or other devices to reduce the potential for herbicides, pesticides, fertilizers, and other contaminants to transfer to off-site locations.

The following mitigation measure is recommended to ensure that the proposed project does not result in changes to the 100-year flood hazard zone:

- 9-1 All portions of the project site shall be maintained at the current elevation or higher as part of project development and all new residential structures shall be constructed a minimum of 12 inches above the 100 year flood levels.

Mitigation Monitoring

Mitigation measures 5.9-1, 5.9-2, and 5.9-6 shall be verified by the Department of Public Works via review of the 401 Water Quality Certification. Mitigation measure 9-1 shall be verified by the Department of Public Works via review of the project site grading plans.

Impact After Mitigation

Less than significant.

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 type="checkbox"/>	<input checked="" 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"/>

Applicable Dawson Drive Industrial Area Concepts and Design Guidelines and Mitigation Measures

The purpose of the Dawson Drive Industrial Area Concepts and Design Guidelines is to articulate a vision for the revitalization of this area and to establish a set of design standards and improvements that will guide its redevelopment into a vibrant district. A key component of the plan is to enhance signage, circulation and access so that this area becomes better integrated into central Camarillo. As implemented

over time, the Concepts and Design Guidelines will encourage property owners, residents and businesses to improve existing properties and create new infill development that will help unify the area and connect central Camarillo. As to the land uses that are envisioned for the former Imation properties, the Concepts and Design Guidelines state that:

To improve the quality and composition of uses in the Dawson Drive area it is desired that the reuse of the Imation site is consistent with any higher quality business parks found in Camarillo. Uses such as offices, banks, restaurants, and service uses would be encouraged. No unique design style is suggested.

There are no mitigation measures related to land use included in the Mitigated Negative Declaration for the Dawson Drive Industrial Area Concepts and Design Guidelines.

Applicable Village at the Park Specific Plan Standards, Guidelines, and Mitigation Measures

The Village at the Park Specific Plan provides the City of Camarillo with a comprehensive planning program to direct the orderly development of the Village at the Park site. The Specific Plan provides a conceptual land use plan, regulations, guidelines and programs to ensure that this area of the City is developed in a manner consistent with the goals, objectives, principals and policies of the City of Camarillo General Plan.

The Specific Plan allows development of a wide variety of residential, commercial, recreational, and institutional uses within the 329.51-acre Specific Plan area. The regulations and guidelines contained in the Specific Plan will ensure that these uses, and the associated infrastructure elements and public spaces, are planned and designed in an integrated manner.

The Village at the Park Specific Plan Final EIR identified one mitigation measure to ensure compatibility between new residential uses and the then operational Imation facility. Now that the Imation facility is no longer present or operable, this mitigation is no longer applicable to development within the Village at the Park Specific Plan area.

Explanation of Checklist Answers

10a No Impact. The area to the north of the FF Realty and Rexford properties and to the west of the Hiji property is developed with single family residential uses referred to as the Calleguas Gardens neighborhood. Commercial and light industrial uses are located along Dawson Drive to the north of the Rexford property. A hotel is located to the north of the Hiji properties within Village at the Park. An agricultural field owned by EJM Industrial and the Constitution Avenue Industrial Area are located to the south of the FF Realty property. Residential uses and the Camarillo YMCA are located to the west of the project site within Village at the Park, and industrial uses and a rail line are located to the west of the project site and Lewis Road.

Development of the proposed project would result in infill development of properties that are and/or have previously used for industrial and agricultural uses, and have been planned for urban development. The proposed project would not divide either of the existing residential neighborhoods to the north and east of the project site. Therefore, no impact would occur under Development Scenarios 1 and 2.

- 10b Less Than Significant Impact.** FF Realty and Rexford Industrial are requesting approval of the amended Dawson Drive Area Concepts and Design Guidelines (amended Guidelines) to identify residential as the preferred land use for the Imation site and to incorporate new building design standards consistent with the Village at the Park Specific Plan for the residential uses that would be developed at these two properties. The draft amended Guidelines is provided as Appendix A to this Initial Study. Hiji Investment Co. is requesting approval of an the Village at the Park Specific Plan 2013 Addendum to include APN 229-0-320-085 in the Specific Plan area and to identify residential as the preferred land use for the Hiji property within the Specific Plan area. The proposed Village at the Park Specific Plan 2013 Addendum is provided as Appendix B to this Initial Study.

The residential uses proposed for the FF Realty and Rexford properties would comply with the design guidelines of the amended Guidelines and the residential uses proposed for the Hiji parcels would comply with development standards and design guidelines of the Village at the Park Specific Plan. Therefore, the evaluation of this potential impact is based on the consistency of the proposed project with the policies and goals from the City of Camarillo General Plan that are applicable to the proposed project. This comparison is provided in Table 7. As shown, the proposed project would be consistent with each of the applicable policies and goals. Therefore, the impact of the proposed project would be less than significant under Development Scenarios 1 and 2.

- 10c No Impact.** As discussed previously in Section 4f, the project site and its vicinity are not part of any draft or adopted habitat conservation plan, natural community conservation plan, or other adopted local, regional, or state habitat conservation plan. Therefore, implementation of the proposed project under Development Scenarios 1 and 2 would not conflict with any such conservation plan.

Cumulative Impacts

Development of the proposed project in conjunction with other related projects would result in further “infilling” of various urban land uses in the City of Camarillo. Each related project would be subject to individual review for conformance to current land use policies and standards. Additionally, each related project would be subject to independent environmental review. It is expected that most of the related projects would have less than significant impacts with respect to land use and planning. Further, the land

use and planning impacts of the proposed project would be less than significant and the project would not contribute to a significant land use impact.

Mitigation

None required.

Mitigation Monitoring

None required.

Impact After Mitigation

Not applicable.

TABLE 7 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy / Goal	Project Consistency Evaluation
Land Use Element	
To identify residential neighborhood patterns as a means of assisting in their planning and protection.	Consistent. The proposed project establishes neighborhood patterns by identifying residential as the preferred land use for the former Imation site, by including APN 229-0-320-085 in the Village at the Park Specific Plan area, and by identifying residential as the preferred land use for the Hiji property within the Specific Plan area.
To provide each neighborhood with adequate and convenient public facilities and amenities, particularly park and recreation facilities.	Consistent. Private recreation facilities including swimming pools and children’s, play areas would be provided within the proposed residential properties, but the residents would also be within walking distance of the existing 55-acre community sports park within the Village at the Park Specific Plan site.
To protect residential property values and privacy by ensuring compatible development with surrounding land uses and by preventing the intrusion of incompatible land uses.	Consistent. The proposed multi-family uses would be compatible with the existing residential uses to the north and east of the project site. The existing industrial operations at the existing industrial building at the Rexford property do not involve activities or operations that generate substantial noise levels, utilize substantial hazardous materials, or generate a substantial amount of heavy truck traffic. The continued operation of the industrial building would not be incompatible with the development of residential uses on the FF Realty and Hiji properties under Development Scenario 1.

TABLE 7 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy/Goal	Project Consistency Evaluation
To discourage through traffic in order to promote safe neighborhoods.	Consistent. Vehicular access to the project site would continue to be provided by the two existing connections along Lewis Road at Dawson Place and 3M Drive. A new access to the FF Realty property would be provided via an extension of Westpark Court, which is currently a cul-de-sac within Village at the Park. This roadway extension would provide access to Village at the Park Drive and the southbound U.S. Highway 101 ramps. This extension is not expected to promote through traffic from Lewis Road to Village at the Park Drive.
To encourage the highest quality of development in those cases where structures are replaced.	Consistent. The proposed project would replace the previous and existing industrial uses associated with the former 3M/Imation facility. The buildings would be constructed and designed to comply with the design guidelines of the amended Guidelines and the development standards and design guidelines of the Village at the Park Specific Plan.
Encourage adequate recreation facilities to serve the population expected to reside in cluster residential projects which may include recreation equipment for children, swimming pools, tennis courts, etc.	Consistent. Private recreation facilities including swimming pools and children’s, play areas would be provided within the proposed residential properties.
Consider residential opportunities for properties being studied for reuse potential.	Consistent. The proposed project would replace the previous and existing industrial uses associated with the former 3M/Imation facility.
Circulation Element	
Continue to ensure that new development contributes funds for improvements and additions to local streets and highways.	Consistent. As discussed in Section 16, Transportation/Traffic of this Initial Study, the proposed project would be subject to the City’s traffic mitigation fee as well as the County Traffic Impact Mitigation Fee.
Encourage ways to reduce vehicle miles traveled and disperse peak traffic on existing transportation facilities. Incorporate transportation control measures where practical to help reduce trips generated through ridesharing, bikeways, pedestrian ways and land use planning.	Consistent. The proposed project site is located within walking distance of the Camarillo Transit Station and within walking distance of restaurants and stores in Old Town Camarillo. The proposed project would also represent one of the closest apartment complexes to California State University, Channel Islands. These features would reduce the distance that many of these people might otherwise have to travel for these services.

TABLE 7 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy/Goal	Project Consistency Evaluation
<p>The City, in considering any development application, shall analyze the circulation patterns within the area. Considerations shall include providing access between developments in both incorporated and unincorporated areas. The impacts of such connection or road extension shall be evaluated at time of consideration.</p>	<p>Consistent. A new access to the FF Realty property would be provided via an extension of Westpark Court, which is currently a cul-de-sac within Village at the Park. This roadway extension would provide access to Village at the Park Drive and the southbound U.S. Highway 101 ramps. No new roadways external to the project site are proposed as part of the project and no new roadways external to the site are needed to accommodate the traffic generated by the project.</p>
Housing Element	
<p>Preserve the high quality of the city’s existing housing stock and residential environment.</p>	<p>Consistent. The proposed multi-family uses would be compatible with the existing residential uses to the north and east of the project site.</p>
<p>Meet the city’s local housing needs to the maximum feasible extent.</p> <p>Fulfill the city’s share of regional housing needs to the maximum extent feasible.</p>	<p>Consistent. The City of Camarillo had a total of approximately 25,137 housing units as of February 2013. The Southern California Association of Governments forecasts that the City will have approximately 27,500 housing units in 2020 and 29,700 housing units in 2035. The 1,072 apartment units under Development Scenario 2 would help to meet these housing needs forecasts.</p>
<p>Create and maintain a supply of affordable housing within the city.</p>	<p>Consistent. The proposed multi-family uses would generally be more affordable for residents than single family homes. A portion of the apartment units would also be restricted for affordable housing units.</p>
Community Design Element	
<p>New residential areas in the Land Use Element should be compatible with existing or proposed adjoining uses. The use of boundary walls, landscaping, and appropriate setbacks should be provided where land uses transition or where changes in residential densities occur between projects.</p>	<p>Consistent. The proposed multi-family uses would be compatible with the existing residential uses to the north and east of the project site. Decorative walls would be provided along the boundaries of adjacent properties. The proposed residential buildings would not abut the property lines of adjacent properties. The existing industrial building at the Rexford property would continue to operate for some time into the future. A screening wall would be provided on the FF Realty property to screen views of the southern elevation of this building from the residential buildings to the south.</p>

TABLE 7 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy/Goal	Project Consistency Evaluation
<p>The project should complement the existing environment and should incorporate any existing mature trees, rock formations, or other topographic features.</p>	<p>Consistent. The proposed buildings would be constructed and designed to comply with the design guidelines of the amended Guidelines and the development standards and design guidelines of the Village at the Park Specific Plan. Trees are currently provided throughout the project site. Some of these trees would be removed as part of the project and new trees would be provided as part of the new landscaping for the project site.</p>
<p>Appropriate vehicular access for the residents should be provided within the project and extended to other adjoining areas for future development consistent with the land Use Element.</p>	<p>Consistent. Vehicular access to the project site would continue to be provided by the two existing connections along Lewis Road at Dawson Place and 3M Drive. A new access to the FF Realty property would be provided via an extension of Westpark Court, which is currently a cul-de-sac within Village at the Park. This roadway extension would provide access to Village at the Park Drive and the southbound U.S. Highway 101 ramps. The Hiji property would also have two connections to Village at the Park Drive. No other access points are need to accommodate traffic from the project site or to adjacent properties.</p>
<p>Pedestrian access should be provided to nearby parks and schools and on-site recreational areas.</p>	<p>Consistent. Private recreation facilities including swimming pools and children’s, play areas would be provided within the proposed residential properties, but the residents would also be within walking distance of the existing 55-acre community sports park within the Village at the Park Specific Plan site. The project site is also located within walking distance of Rancho Rosal Elementary School within Village at the Park.</p>
<p>The development should address existing and potential noise sources and incorporate noise attenuation features such as berms, walls, greater setbacks, or building features, such as added insulation.</p>	<p>Consistent. As discussed in Section 12a of this Initial Study, future noise levels at the project site would not exceed City standards for multi-family residential uses.</p>

TABLE 7 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy/Goal	Project Consistency Evaluation
<p>The development should be designed to incorporate passive and active solar applications. The site planning should address environmental features, such as solar patterns and wind currents. The design of buildings should incorporate energy efficient mechanical systems, proper insulation, building overhangs and such in order to make efficient use of nonrenewable resources and reduce energy costs. Modern design features can easily incorporate energy efficient concepts in a well-designed manner.</p>	<p>Consistent. Solar panels are not proposed for the project at this time. However, the design of the project buildings would not preclude the installation and use of solar equipment at the project site at a later date.</p> <p>At a minimum, the project buildings would be constructed in compliance with the standards of Title 24 that are in effect at the time of development. The current 2010 Title 24 standards (effective as of January 1, 2011) were adopted by the State to respond, amongst other reasons, to the requirements of AB 32. These standards have also been adopted by the City of Camarillo.</p>
<p>The design of residential areas has the opportunity to incorporate the concepts of defensible space to add a greater degree of security in the neighborhood. The design and placement of entries, walls, lighting and security hardware should be considered. in addition, Neighborhood Watch and Block parent programs are beneficial.</p>	<p>Consistent. Decorative walls would be provided along the boundaries of adjacent properties. The proposed residential buildings would not abut the property lines of adjacent properties. The roadways within the project site would be private and access to some residential areas would be restricted via a private entry gate.</p>
<p>The design of the buildings including the exterior materials and style should be complimentary to the area. The development plans should incorporate well-designed landscaping programs and should address the materials utilized on screen walls and accessory buildings.</p>	<p>Consistent. The proposed buildings would be constructed and designed to comply with the design guidelines of the amended Guidelines and the development standards and design guidelines of the Village at the Park Specific Plan.</p>
<p>Public Review Draft Safety Element 2012</p>	
<p>Minimize geologic hazards by identifying and addressing potential hazards during the planning and engineering of proposed development and/or improvement projects.</p>	<p>Consistent. As discussed in Section 6, Geology and Soils of this Initial Study, geotechnical studies were prepared for the project site and these reports demonstrate that the development of the site with residential uses is feasible from a geotechnical perspective with no unusual risk or geotechnical hazard.</p>

TABLE 7 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy/Goal	Project Consistency Evaluation
<p>Require the preparation of a geologic/geotechnical investigation (performed by a Certified Engineering Geologist and/or Geotechnical Engineer) for all new development or redevelopment projects located in areas of potential hazards. That investigation should include adequate analysis and appropriate mitigation of potential hazards to the satisfaction of the City Engineer or their designee. Special consideration should be given to terrain, soils, slope stability, and erosion issues, where applicable.</p>	<p>Consistent. As discussed in Section 6, Geology and Soils of this Initial Study, geotechnical studies were prepared for the project site and these reports demonstrate that the development of the site with residential uses is feasible from a geotechnical perspective with no unusual risk or geotechnical hazard.</p>
<p>Review development projects involving construction within Earthquake Fault Hazard Zones (as depicted on the State of California, Earthquake Fault Hazards Map for County of Ventura in accordance with the requirements of the Alquist–Priolo Earthquake Fault Zoning Act and the policies and criteria established by the State).</p>	<p>Consistent. As discussed in Section 6a.i, development of the proposed project is not expected to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving 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.</p>
<p>Require additional analysis for development within areas susceptible to secondary seismic impacts (liquefaction, landsliding, subsidence, etc.) to determine the potential risk to these hazards and identification of mitigation measures, to the satisfaction of the City Engineer or their designee.</p>	<p>Consistent. As discussed in Section 6, Geology and Soils of this Initial Study, the proposed project site is not subject to any geotechnical constraints associated with secondary seismic impacts and that the development of the site with residential uses is feasible from a geotechnical perspective with no unusual risk or geotechnical hazard.</p>
<p>Prevent incompatible land uses and development within the 100-year and 500-year floodplains and prohibit residential development within the regulatory floodway.</p>	<p>Consistent. As discussed in Section 9g-h, the proposed project site is located within the 500-year flood zone, but not within the 100-year flood zone. Residential uses are permitted within the 500-year flood zone without any special considerations.</p>
<p>Promote low impact development techniques such as pervious paving, on-site groundwater recharge, rainwater harvesting, minimization of building footprints, and bioretention to improve defensive measures against storm events and storm water pollution.</p>	<p>Consistent. As discussed in Section 9a, the proposed project would comply with all applicable water quality control techniques.</p>

TABLE 7 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy/Goal	Project Consistency Evaluation
<p>Ensure that new and existing developments have an adequate water supply and access for fire protection and evacuation purposes.</p> <p>Require that all new residential subdivisions provide adequate access for emergency vehicles and resident evacuation.</p>	<p>Consistent. In accordance with standard City practice, the project development and building plans would be subject to review by the Fire Department to ensure that the site design and building plans comply with all applicable fire codes, including the applicable codes for emergency water supply and site access.</p>
<p>Review new development or redevelopment projects located on sites with known and/or potential hazards to ensure hazards have been identified and remediated in accordance with applicable regulatory requirements.</p>	<p>Consistent. As discussed Section Section 8, Hazards/ Hazardous Materials of this Initial Study, the hazardous materials that were associated with the previous 3M/ Imation facility have been remediated from the project site. One mitigation is recommended to address the potential for VOCs to be present in the concrete materials that are stockpiled at the FF Realty property.</p>

Noise Element

<p>The City [shall] require developers to submit noise assessment reports during the project planning process to identify potential noise impacts to their own developments and on nearby residential and noise sensitive land uses. New developments should be required to incorporate noise mitigation measures in their project designs, in order to meet the standards contained in this Element, whenever feasible.</p>	<p>Consistent. Section 12, of this Initial Study evaluates future noise levels at the project site and concludes that these noise levels will not exceed City standards. This section also evaluates the impact of the proposed project on noise levels at nearby sensitive receptor locations and concludes that the increase in noise levels would not be significant.</p>
<p>The City, through the Building Department, will require that the State noise insulation standards for exterior-to-interior and for party walls and floor/ceiling noise control be applied to new single family dwellings as well as multi-family structures.</p>	<p>Consistent. The proposed multi-family residential buildings would be subject to all applicable State noise insulations standards.</p>

Source of table data: City of Camarillo General Plan as amended and proposed through April 1, 2013.

11. MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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"/>

Applicable Dawson Drive Industrial Area Concepts and Design Guidelines and Mitigation Measures

There are no guidelines or mitigation measures related to mineral resources included in the Dawson Drive Industrial Area Concepts and Design Guidelines or its associated Mitigated Negative Declaration.

Applicable Village at the Park Specific Plan Standards, Guidelines, and Mitigation Measures

There are no standards, guidelines, or mitigation measures related to mineral resources included in the Village at the Park Specific Plan or its associated Final EIR.

Explanation of Checklist Answers

11a-b No Impact. No mineral extraction activities have occurred at the project site and no sites within the City of Camarillo have been designated as locally important mineral resource recovery sites. Therefore, implementation of the proposed project under Development Scenarios 1 and 2 would not directly or indirectly result in the loss of availability of important mineral resources at the project site or in the general vicinity.

Cumulative Impacts

As discussed above, the proposed project would not directly or indirectly result in the loss or availability of important mineral resources at the project site or in the general vicinity. Since no sites within the the City of Camarillo have been designated as locally important mineral resource recovery sites, no significant cumulative impacts associated with development elsewhere within Camarillo are anticipated.

Mitigation

None required.

Mitigation Monitoring

None required.

Impact After Mitigation

Not applicable.

12. NOISE	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project result in:				
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 checked="" type="checkbox"/>	<input 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 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 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"/>

Applicable Dawson Drive Industrial Area Concepts and Design Guidelines and Mitigation Measures

There are no guidelines or mitigation measures related to noise included in the Dawson Drive Industrial Area Concepts and Design Guidelines or its associated Mitigated Negative Declaration.

Applicable Village at the Park Specific Plan Standards, Guidelines, and Mitigation Measures

There are no standards or guidelines related to noise included in the Village at the Park Specific Plan. The following mitigation measures from the Village at the Park Final EIR are applicable to the proposed development of the Hiji property:

- 5.7-1 Pursuant to Section 10.34.120 of the Municipal Code, the contractor shall limit on-site construction activities to between the hours of 7:00 a.m. and 7:00 p.m., and exclude Sundays and holidays.
- 5.7-2 The contractor shall retain the services of a noise consultant to develop a site specific plan of sound attenuation during site development that would minimize, to the extent feasible, construction noise impacts upon ... on-site residential uses constructed in earlier development phases. The plan shall identify measures that include, but are not limited to:
- changing the location of stationary construction equipment,
 - shutting off idling equipment,
 - notifying adjacent residences in advance of construction work,
 - installing temporary acoustic barriers around stationary construction noise,
 - fitting construction equipment with modern sound-reduction equipment,
 - using electrical power to run air compressors and similar power tools rather than diesel equipment, and
 - operating all diesel equipment with closed engine covers and equipping them with factory-recommended mufflers and other silencing features.
- 5.7-3 The contractor shall prohibit truck traffic on local residential streets.
- 5.7-12 To reduce interior residential noise levels from overhead flights from the Point Mugu Naval Air Weapons Station, the roofs of all on-site residential structures shall be insulated, and dual pane windows installed.

Introduction

Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a

given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

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

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

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

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

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

Noise levels from a particular source decline as distance to the receptor increases. Other factors, such as the weather and reflecting or shielding, also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically “hard” locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically “soft” locations (i.e., the area between the source and receptor is earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer homes and office buildings is generally more than 30 dBA.

Fundamentals of Ground-borne Vibration

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., train operations, motor vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby, creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as ground-borne vibration. Ground-borne vibration is measured as peak particle velocity (PPV) in inches per second. The general human response to different levels of ground-borne vibration velocity levels is described below in Table 8. Ground-borne vibration levels that could induce potential damage to buildings are identified in Table 9.

TABLE 8 - HUMAN RESPONSE TO LEVELS OF GROUND-BORNE VIBRATION

Human Response	Maximum PPV in Inches per Second	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.9	0.1
Severe	2.0	0.4

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

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

TABLE 9 - GROUND-BORNE VIBRATION DAMAGE POTENTIAL CRITERIA

Structure and Condition	Maximum PPV in Inches per Second	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely Fragile Historic Buildings, Ruins, Ancient Monuments	0.12	0.08
Fragile Buildings	0.2	0.1
Historic and Some Old Buildings	0.5	0.25
Older Residential Structures	0.5	0.3
New Residential Structures	1.0	0.5
Modern Industrial/Commercial Buildings	2.0	0.5

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

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

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

Explanation of Checklist Answers

12a Less Than Significant With Mitigation.

Title 24 of the California Code of Regulations codifies Sound Transmission Control requirements and establishes uniform minimum noise insulation performance standards for new hotels, motels, dormitories, apartment houses, and dwellings other than single-family dwellings. Specifically, Title 24 states that interior noise levels attributable to exterior sources shall not exceed 45 dBA CNEL in any habitable room of a new building. Dwellings are to be designed so that interior noise levels will meet this standard for at least 10 years from the time of building permit application. This standard applies to all new multi-family units developed at the project site.

Figure 4 of the Noise Element of the City of Camarillo General Plan provides the State of California matrix on recommended land use compatibility with community noise environments. These suggested noise standards are utilized by the City of Camarillo for community planning purposes. The standards suggest that exterior noise levels of up to 65 dBA CNEL are acceptable for multi-family residential uses based upon the assumption that any buildings are of normal conventional construction without any special noise insulation requirements. The associated

standard for single family residential uses 60 dBA CNEL and the associated standard for industrial uses is 75 dBA CNEL. New industrial and office development in areas with noise levels greater than these should be undertaken only after a detailed analysis of the noise reduction requirement (if any) is made and the necessary noise insulation features are included in the building design. Neither the state nor the city have adopted interior noise standards for industrial and office uses, but conventional construction with closed windows and fresh air supply systems or air conditioning will normally suffice to provide an acceptable interior noise environment.

The City of Camarillo has also adopted a Noise Ordinance (Section 10.34 of the Camarillo Municipal Code), which identifies noise standards for various sources, specific noise restrictions, exemptions, and variances for sources of noise within the city. The Noise Ordinance applies to all noise sources with the exception of any vehicle that is operated upon any public highway, street or right-of-way, or to the operation of any off-highway vehicle, to the extent that it is regulated in the State Vehicle Code, and all other sources of noise that are specifically exempted. The Noise Ordinance exterior noise standards are identified in Table 10.

TABLE 10 - CITY OF CAMARILLO EXTERIOR NOISE STANDARDS

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

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

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

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

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

Source of table data: City of Camarillo.

The Noise Ordinance interior noise standards are identified in Table 11. The Noise Ordinance does not identify any interior noise standards for non-residential dwelling units.

TABLE 11 - CITY OF CAMARILLO INTERIOR NOISE STANDARDS

Noise Zone	Designated Noise Zone Land Use	7 a.m. to 9 p.m.	9 p.m. to 7 a.m.
Exterior Noise Standards			
I	Agricultural and Open Space Properties	55 dBA L _{eq}	45 dBA L _{eq}
All	Common Wall & Freestanding Residential Dwellings	45 dBA L _{eq}	40 dBA L _{eq}

No person shall operate or cause to be operated within a dwelling unit any source of sound or allow the creation of any noise which causes the noise level when measured inside a neighboring receiving dwelling unit to exceed the following:

Standard A is the applicable ambient exterior noise level as set forth above plus five dBA for a cumulative period of more than five minutes in any hour.

Standard B is the applicable ambient exterior noise level as set forth above plus 10 dBA for a cumulative period of more than one minute in any hour.

Source of table data: City of Camarillo.

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

Construction-Related Impacts

Construction activities associated with the proposed project would require the use of heavy equipment for demolition, site grading and excavation, and building construction. Noise from smaller power tools, generators, and other sources of noise would also be associated with construction of the proposed project. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity.

The U.S. Environmental Protection Agency has compiled data regarding the noise generating characteristics of specific types of construction equipment and typical construction activities. These data are presented in Table 12 for a reference distance of 50 feet. These noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 86 dBA measured at 50 feet from the noise source to the receptor would reduce to 80 dBA at 100 feet from the source to the receptor, and reduce by another 6 dBA to 74 dBA at 200 feet from the source to the receptor.

TABLE 12 - TYPICAL OUTDOOR CONSTRUCTION NOISE LEVELS

Construction Phase	Noise Levels in dBA L_{eq} at 50 Feet with Mufflers
Ground Clearing	82
Excavation/Grading	86
Foundations	77
Structural	83
Finishing	86

Source of table data: U.S. Environmental Protection Agency, 1971.

The area to the north of the FF Realty and Rexford properties and to the west of the Hiji property is developed with single family residential uses referred to as the Calleguas Gardens neighborhood. Residential uses are also located to the east of the project site within Village at the Park. Project construction activities could generate noise levels at these residential areas to exceed the standards of the Noise Ordinance. Development of the Rexford property would also happen after the FF Realty and Hiji properties are developed and occupied. As such, construction activities at the Rexford property could also expose residents of the FF Realty property to noise levels during construction. Therefore, construction activities under Development Scenarios 1 and 2 would be restricted to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday, and prohibited at anytime on Sunday or any public holiday pursuant to Section 10.34.120 of the City of Camarillo Municipal Code. This restriction is consistent with mitigation measure 5.7-1 from the Village at the Park Specific Plan Final EIR and is hereby applied to the proposed project in its entirety.

Operational Impacts

Future noise levels at the project site are and would continue to be dominated by vehicular traffic on adjacent roadways along with ambient noise levels from U.S. Highway 101 and aircraft overflights. Figure 7 of the Noise Element of the City of Camarillo General Plan illustrates that future noise levels at the project site under General Plan buildout of will be less than 65 dBA CNEL where the proposed residential buildings would be constructed. As discussed previously, exterior-to-interior reduction of noise levels in newer residential units is generally 30 dBA or more. Thus, future interior noise levels associated with traffic would not exceed City or California Title 24 standards at the project site.

The future uses at the site would also be subject to all applicable standards of the City of Camarillo Noise Ordinance for new sources of noise. Therefore, residents of the proposed project and adjacent properties would not be exposed to noise levels that exceed the City’s noise standard for residents uses.

12b Less Than Significant Impact. Aside from seismic events, the greatest regular source of ground-borne vibration in the immediate vicinity of the project site is from roadway truck traffic.

The State CEQA Guidelines do not define the levels at which ground-borne vibration or ground-borne noise is considered “excessive.” In addition, the City of Camarillo has not adopted any thresholds for ground-borne vibration impacts. However, the California Department of Transportation (Caltrans) has adopted the vibration standards identified above in Tables 8 and 9 to evaluate potential impacts related to construction activities.

The existing industrial building located at the Rexford property is a relatively modern building of more modern steel and concrete construction. The single family residence buildings located to the north, east, and west of the project site are of relatively modern wood-framed construction. Based on the criteria identified in Table 9, a significant structural ground-borne vibration impact could occur if the non-sensitive residential and industrial buildings are exposed to vibration levels of 0.5 inches per second PPV. The potential for nearby residents and office workers to be annoyed by ground-borne vibration would be significant if vibration levels reach 0.10 inches per second PPV.

Construction-Related Impacts

Demolition and construction activities that would occur at the project site may have the potential to generate low levels of groundborne vibration. Table 13 identifies various vibration velocity levels for the types of construction equipment that would operate at the project site during construction.

TABLE 13 - VIBRATION LEVELS FOR TYPICAL CONSTRUCTION EQUIPMENT

Equipment	Reference PPV at 25 Feet
Large Bulldozer	0.089
Loaded Trucks	0.076
Small Bulldozer	0.003

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

Based on the information presented in Table 13, vibration levels could reach as high as approximately 0.089 inches per second PPV within 25 feet of an operating large bulldozer. The maximum vibration level of 0.089 inches per second PPV would be below the thresholds for both potential building damage and human annoyance. Therefore, the potential impacts associated with construction vibration would be less than significant under Development Scenarios 1 and 2.

Operational Impacts

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

- 12c Less Than Significant Impact.** Locations in the vicinity of the project site would experience a slight increase in noise resulting from the additional traffic generated by the proposed project.

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

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

The changes in noise levels have been calculated for existing sensitive receptors located along the roadways in closest proximity to the project site. These are the receptors that would be most affected by the proposed project since a greater concentration of project-related vehicles would travel near these locations.

The proposed project is expected to generate approximately 4,410 vehicle trips per day under Development Scenario 1. The change in roadway noise levels associated with Development Scenario 1 at the nearest sensitive receptors are identified in Table 14. As shown, the traffic generated by Development Scenario 1 would increase existing local noise levels by a maximum of 0.5 dBA CNEL, which is inaudible/imperceptible to most people and would not exceed the applicable thresholds of significance. Therefore, this impact would be less than significant.

TABLE 14 - DEVELOPMENT SCENARIO 1 ROADWAY NOISE IMPACTS

Roadway	Roadway Segment	Noise Levels in dBA CNEL				Significant Impact?
		Existing Traffic Volumes	Existing + Project Traffic Volumes	Increase	Significance Threshold	
Lewis Road	north of Dawson Place	68.3	68.8	0.5	3.0	No
Village at the Park Drive	south of Petit Street	62.3	62.8	0.5	5.0	No
	north of Westpark Court	62.5	62.8	0.3	5.0	No
	south of Westpark Court	60.7	61.1	0.4	3.0	No
Petit St.	west of Village at the Park Drive	66.5	66.5	0.0	3.0	No

Calculation data and results are provided in Appendix G.

The proposed project is expected to generate a net increase of approximately 5,574 vehicle trips per day under Development Scenario 2. The change in roadway noise levels associated with Development Scenario 2 at the nearest sensitive receptors are identified in Table 15. As shown, the traffic generated by Development Scenario 1 would also increase existing local noise levels by a maximum of 0.5 dBA CNEL, which is inaudible/imperceptible to most people and would not exceed the applicable thresholds of significance. Therefore, this impact would also be less than significant.

TABLE 15 - DEVELOPMENT SCENARIO 2 ROADWAY NOISE IMPACTS

Roadway	Roadway Segment	Noise Levels in dBA CNEL				Significant Impact?
		Existing Traffic Volumes	Existing + Project Traffic Volumes	Increase	Significance Threshold	
Lewis Road	north of Dawson Place	68.3	68.8	0.5	3.0	No
Village at the Park Drive	south of Petit Street	62.3	62.8	0.5	5.0	No
	north of Westpark Court	62.5	62.9	0.4	5.0	No
	south of Westpark Court	60.7	61.1	0.4	3.0	No
Petit St.	west of Village at the Park Drive	66.5	66.5	0.0	3.0	No

Calculation data and results are provided in Appendix G.

Noise would also be generated by activities within the new residential community. These noise levels would be associated with resident vehicles, people communicating, and landscape maintenance. These sources and levels of noise would be similar to those within the existing residential neighborhoods adjacent to the project site.

Based on this information, the proposed project under Development Scenarios 1 and 2 would not result in a substantial permanent increase in ambient noise levels in the project vicinity above the levels existing without the project. The permanent increase in noise levels would be less than significant under Development Scenarios 1 and 2.

- 12d Less Than Significant With Mitigation.** As discussed above in Section 12a, project construction activities could generate noise levels at the residential areas adjacent to the project site to exceed the standards of the City's Noise Ordinance. Development of the Rexford property would also happen after the FF Realty and Hiji properties are developed and occupied and construction activities at the Rexford property could also expose residents of the FF Realty property to noise levels during construction. Therefore, construction activities under Development Scenarios 1 and 2 would be restricted to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday, and prohibited at anytime on Sunday or any public holiday pursuant to Section 10.34.120 of the City of Camarillo Municipal Code. This restriction is consistent with mitigation measure 5.7-1 from the Village at the Park Specific Plan Final EIR and is hereby applied to the proposed project in its entirety. Pursuant to standard City practice in which construction activities are a regular source of noise at time throughout Camarillo, restricting construction activities to daylight hours when residents are less sensitive to noise would reduce the potential impacts of typical construction noise to less than significant levels.
- 8e Less Than Significant Impact.** The proposed project site is located within the general flight paths of Camarillo Airport and Naval Air Station Point Mugu. It is, however, located outside of the airport land use plan areas and 60 dBA CNEL noise contours for these airports. Therefore, the aircraft flying over Camarillo would not expose residents of the project site to excessive noise levels. This would be a less than significant impact under Development Scenarios 1 and 2.
- 8f No Impact.** There are no private airstrips located within the vicinity of Camarillo. No impact would occur.

Cumulative Impacts

Development of the proposed project in conjunction with other related projects would result in an increase in construction-related and traffic-related noise as well as on-site stationary noise sources in Camarillo. The project applicant has no control over the timing or sequencing of other projects that have been proposed or approved within Camarillo. Therefore, any quantitative analysis that assumes multiple, concurrent construction projects would be speculative. Construction-period noise for the proposed

project and each related project (that has not yet been built) would be localized. In addition, noise impacts are localized in nature and decrease substantially with distance. There are no related projects in the immediate vicinity of the project site that would generate construction noise levels at the same time as the proposed project. In addition, all construction activities that would occur in close proximity to occupied residences would be prohibited between the hours 7:00 a.m. to 7:00 p.m. Monday through Saturday, and prohibited at anytime on Sunday or any public holiday pursuant to Section 10.34.120 of the City of Camarillo Municipal Code. Therefore, construction activities would not occur during recognized sleep hours for residences. Therefore, the proposed project would not contribute to significant cumulative construction-related noise impacts.

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed project and related projects within the study area. Therefore, cumulative traffic-generated noise impacts have been assessed based on the difference between existing roadway noise levels and future noise levels with the proposed project and cumulative development. The noise levels associated with existing traffic volumes and the near-term future traffic volumes with the other project approved for Camarillo along with Development Scenario 2 are identified in Table 16. As shown, the traffic generated by near-term future cumulative development along with Development Scenario 2 would increase local noise levels by a maximum of 1.6 dBA CNEL, which would be imperceptible to most people and would not exceed the applicable thresholds of significance for the affected existing land uses. Therefore, future + Development Scenario 2 cumulative operational noise impacts would be less than significant.

**TABLE 16 - FUTURE + DEVELOPMENT SCENARIO 2
ROADWAY NOISE IMPACTS**

Roadway	Roadway Segment	Noise Levels in dBA CNEL				Significant Impact?
		Existing Traffic Volumes	Future + Project Traffic Volumes	Increase	Significance Threshold	
Lewis Road	north of Dawson Place	68.3	68.9	0.6	3.0	No
Village at the Park Drive	south of Petit Street	62.3	63.9	1.6	5.0	No
	north of Westpark Court	62.5	63.6	1.1	5.0	No
	south of Westpark Court	60.7	62.3	1.6	3.0	No
Petit St.	west of Village at the Park Drive	66.5	67.0	0.5	3.0	No

Calculation data and results are provided in Appendix G.

Cumulative noise impacts have also been calculated based upon the change in roadway noise levels associated with General Plan Building plus Development Scenario 2. The increases in roadway noise

levels under this scenario are identified in Table 17. As shown, the traffic generated by General Plan Buildout along with Development Scenario 2 would also increase local noise levels by a maximum of 1.6 dBA CNEL, which would be imperceptible to most people and would not exceed the applicable thresholds of significance for the affected existing land uses. Therefore, General plan Buildout + Development Scenario 2 cumulative operational noise impacts would also be less than significant.

**TABLE 17 - GENERAL PLAN BUILDOUT + DEVELOPMENT SCENARIO 2
ROADWAY NOISE IMPACTS**

Roadway	Roadway Segment	Noise Levels in dBA CNEL				Significant Impact?
		Existing Traffic Volumes	Future + Project Traffic Volumes	Increase	Significance Threshold	
Lewis Road	north of Dawson Place	68.3	69.9	1.6	3.0	No
Village at the Park Drive	south of Petit Street	62.3	63.2	0.9	5.0	No
	north of Westpark Court	62.5	62.6	0.1	5.0	No
	south of Westpark Court	60.7	61.5	0.8	3.0	No
Petit St.	west of Village at the Park Drive	66.5	67.1	0.6	3.0	No

Calculation data and results are provided in Appendix G.

Mitigation

The following mitigation measure from the Village at the Park Specific Plan Final EIR is incorporated into the proposed project as a whole:

5.7-1 Pursuant to Section 10.34.120 of the Municipal Code, the contractor shall limit on-site construction activities to between the hours of 7:00 a.m. and 7:00 p.m., and exclude Sundays and holidays.

The following mitigation measures from the Village at the Park Final EIR are applicable to the proposed development of the Hiji property:

5.7-2 The contractor shall retain the services of a noise consultant to develop a site specific plan of sound attenuation during site development that would minimize, to the extent feasible, construction noise impacts upon ... on-site residential uses constructed in earlier development phases. The plan shall identify measures that include, but are not limited to:

- changing the location of stationary construction equipment,

- shutting off idling equipment,
- notifying adjacent residences in advance of construction work,
- installing temporary acoustic barriers around stationary construction noise,
- fitting construction equipment with modern sound-reduction equipment,
- using electrical power to run air compressors and similar power tools rather than diesel equipment, and
- operating all diesel equipment with closed engine covers and equipping them with factory-recommended mufflers and other silencing features.

5.7-3 The contractor shall prohibit truck traffic on local residential streets.

Based on the analysis presented in this section, mitigation measure 5.7-12 from the Village at the Park Specific Plan Final EIR is not needed to reduce a significant impact of the proposed project. These types of noise insulation improvements are characteristic of current Title 24 building standards.

Mitigation Monitoring

Mitigation measure 5.7-1 shall be enforced by the Department of Building and Safety during site development inspections. Mitigation measures 5.7-2 and 5.7-3 will be monitored by the Department of Community Development and the Department of Public Works via a recorded covenant and site development inspections.

Impact After Mitigation

Less than significant impacts.

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"/>

Applicable Dawson Drive Industrial Area Concepts and Design Guidelines and Mitigation Measures

There are no guidelines or mitigation measures related to population and housing included in the Dawson Drive Industrial Area Concepts and Design Guidelines or its associated Mitigated Negative Declaration.

Applicable Village at the Park Specific Plan Standards, Guidelines, and Mitigation Measures

There are no standards, guidelines, or mitigation measures related to population and housing included in the Village at the Park Specific Plan or its associated Final EIR.

Explanation of Checklist Answers

13a Less Than Significant Impact. The Southern California Association of Governments (SCAG) is the metropolitan planning organization responsible for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. As the designated metropolitan planning organization for this region, SCAG is mandated by federal and state law to research and draw up plans for transportation, growth management, hazardous waste management, and air quality.

As part of its comprehensive planning process, SCAG has divided its jurisdiction into 15 subregions. The City of Camarillo is a SCAG member city and is located within the Ventura County Subregion.

SCAG works with its member cities and subregional organizations to develop population projections, which form the basis of the Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS), Regional Housing Needs Assessment (RHNA), and other regional

planning efforts. The most recent regional planning effort is the 2012-2035 RTP/SCS, which was adopted by SCAG's Regional Council on April 4, 2012. The Growth Forecast Appendix for the 2012-2035 RTP/SCS identifies population projections for the City of Camarillo of 72,200 persons in 2020 and 76,700 in 2035.

The February 2013 Monthly Report published by the City of Camarillo Department of Community Development identifies an estimated population of approximately 66,407 persons in Camarillo as of February 28, 2013. Based on a rate of 2.5 persons per unit, which is the City's estimated average for multifamily rental units (February 2013 Monthly Report), the 722 apartment units under Development Scenario 1 is expected to generate approximately 1,805 new residents to the City of Camarillo. The addition of these new residents would not exceed SCAG's 2020 growth forecast for the City of Camarillo. Using this same generation rate, the 1,072 apartment units under Development Scenario 2 would generate approximately 2,680 persons, which also would not exceed SCAG's 2020 or 2035 growth forecasts for the City of Camarillo. Therefore, the proposed project would not directly induce substantial population growth within the City of Camarillo that has not already been anticipated by the City and SCAG.

The proposed project is an infill development that would largely utilize the existing infrastructure already located at and in the immediate vicinity of the project site. It would not extend infrastructure to an area lacking such services. Therefore, the proposed project would not indirectly induce population growth at a location where growth is currently not possible.

Based on this analysis, the population impacts associated with population growth under Development Scenarios 1 and 2 would be less than significant.

13b-c No Impact. No existing residential uses are located at the project site and no persons reside within the one industrial building at the project site. Therefore, the proposed project would not result in the demolition of any existing residential units or the displacement of any residents. No impact would occur under Development Scenarios 1 and 2.

Cumulative Impacts

The February 2013 Monthly Report published by the City of Camarillo Department of Community Development identifies an estimated population of 5,605 persons associated with projects that are already approved, but not occupied, and those that are proposed/pending. When added to the existing population of Camarillo, the total of 72,012 would not exceed SCAG's 2020 population forecast of 72,200 persons. The actual amount of population growth is expected to be lower since the City limits the number of development allotments that it issues on an annual basis. Therefore, the cumulative impacts associated with development elsewhere within Camarillo are expected to be less than significant.

Mitigation

None required.

Mitigation Monitoring

None required.

Impact After Mitigation

Not applicable.

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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Applicable Dawson Drive Industrial Area Concepts and Design Guidelines and Mitigation Measures

There are no guidelines or mitigation measures related to public services included in the Dawson Drive Industrial Area Concepts and Design Guidelines or its associated Mitigated Negative Declaration.

Applicable Village at the Park Specific Plan Standards, Guidelines, and Mitigation Measures

The Village at the Park Specific Plan provided a site for a new elementary school and a 55-acre public community sports park. There are no other standards or guidelines related to public services included in the Village at the Park Specific Plan. The following mitigation measures from the Village at the Park Final EIR are applicable to the proposed development of the Hiji property:

Fire Protection

5.11.1-1 Development of the Village at the Park site shall include fire hydrants and provide fire flow requirements as specified by the Ventura County Fire Protection District.

5.11.1-2 To the extent feasible, uses within the Village at the Park site shall have automatic fire sprinkler systems as required by the Ventura County Fire Protection District and City of Camarillo Fire Codes.

5.11.1-3 Prior to the issuance of building permits, the project developer shall pay the City of Camarillo fire protection facilities fee (Ordinance No. 771).

Police Protection

5.11.2-1 The project developer shall employ a private security service during project construction in order to prevent vandalism or theft at the construction sites.

Public Schools

5.11.3-1 Prior to the issuance of building permits, the developer of each new land use within the project site shall pay school fees to the school districts in accordance with legislative mandates.

Explanation of Checklist Answers

14a Less Than Significant Impact. The City of Camarillo receives fire protection and emergency services from the Ventura County Fire Department. The Fire Department engages in activities that are aimed at preventing fires and compliance with California Building Standards Code, Chapters 7 and 7A, and the California Fire Code (California Code of Regulations, Title 24, Part 9). The Department provides fire protection engineering, building inspections for code compliance, and hazardous materials inspections. The Department also provides education and training in public safety and emergency preparedness.

There are three fire stations which serve the City with 19 sworn personnel active at these stations. The closest fire station to the project site is Station No. 54, located at 2160 Pickwick Drive. This station was completed in 1995 to replace the old fire station on Ventura Boulevard. This station serves the central area of Camarillo. According to the City of Camarillo Public Review Draft Safety Element 2012, it is anticipated that average emergency response times within Camarillo are five minutes or less.

While the proposed project may increase the demand for fire protection services through the development of new residential buildings, these demands would be met by the existing Fire Department facilities in Camarillo. As such, project development would not require the development of new or physically altered fire protection facilities which would cause significant environmental impacts. In accordance with standard City practice, the project development and building plans would be subject to review by the Fire Department to ensure that the site design and building plans comply with all applicable fire codes. The proposed project would also be subject to the Fire Protection Facilities Fee that would be used to help fund new fire facilities and equipment. Compliance with the applicable Fire Code requirements and payment of the Fire Protection Facilities Fee would ensure that the potential impacts to fire protection services associated with the proposed project under Development Scenarios 1 and 2 would be less than significant.

14b Less Than Significant Impact. Police Protection Services for the City of Camarillo have been provided on a contract basis by the Ventura County Sheriff's Department since the City's incorporation in 1964. The City is served by the Camarillo Police Station, located at 3701 East Las Posas Road. There are 48 sworn officers assigned to the Camarillo Police Station which is staffed at a ratio of approximately one officer to every 1,350 citizens. Since police protection to the project site is provided via officers driving in Police Department vehicles, the proposed project would not create the need for the construction of new or physically-altered police facilities. As such, the proposed project would not create a significant impact under CEQA. In accordance with standard City practice, the project development and building plans would be subject to review by the Camarillo Police Department to reduce opportunities for the commission of crimes at the project site.

14c Less Than Significant Impact. Public education is provided to the residents of Camarillo by the Pleasant Valley School District (PVSD) for grades K-8 and the Oxnard Union High School District (OUHSD) for grades 9-12. In addition, there are several public charter and private schools operating within Camarillo. The public school located in closest proximity to the proposed project site is Rancho Rosal Elementary School within Village at the Park. The nearest middle school is Las Colinas Middle School. The nearest high school is Camarillo High School located north of U.S. Highway 101. The Oxnard Union High School District is also going through the environmental review process to develop a new high school in the northern part of Camarillo adjacent to the Camarillo Library.

Attendance at area schools is dependent upon the boundaries drawn by the local school districts and students often do not attend the school that is physically closest to their homes. The attendance boundaries of individual schools are adjusted by the school districts periodically on an as-needed basis.

Development of the proposed project would increase the number of students attending local public schools. Using the local school district student generations rates of 0.5 student per multi-family unit within the PVSD and 0.0925 student per multi-family unit within the OUHSD, the 722 residential units under Development Scenario 1 would generate an average of 361 elementary/middle school students and 67 high school students. The 1,072 multi-family units under Development Scenario 2 would generate an average of 536 elementary/middle school students and 99 high school students. The new students under both development scenarios could create the need for new or expanded school facilities.

Operating revenue for school districts is provided by local property taxes accrued at the state and allocated to each school district based on the average daily student attendance. Funds for facility improvements to accommodate new students comes primarily from fees charged to new development projects. The project developers would be required to pay the required State-mandated school impact fees under the provisions of SB 50. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization. Therefore, payment of the required school impact fees to both the PVSD and the OUHSD would reduce the potential impacts of the proposed project under Development Scenarios 1 and 2 to a less than significant level.

- 14d Less Than Significant Impact.** Public parks are provided to the residents of Camarillo by the Pleasant Valley Recreation and Park District (PVRPD). The PVRPD was formed in 1962 under the State Public Resources Code of California and serves an area of approximately 44 square miles. The PVRPD operates nine active use/sports parks, 18 passive use parks, 10 specialty areas and facilities, and three dog parks. The nearest park to the project site is the 55-acre Pleasant Valley Fields sports park within Village at the Park. A variety of recreational facilities exist, including: swimming pools (indoor and outdoor), lighted ball fields, tennis courts, racquetball courts, a running track, children's play equipment, picnic shelters and barbecues.

The new residents of the proposed project would create an additional demand for park and recreation areas. Much of this demand would be met by private recreation areas including pools and play areas throughout the project site. Project residents would also live within walking and cycling distance of the Pleasant Valley Fields sports park and other parks in Camarillo. Because the project would not include any new public park land, the project developers would be required to pay in-lieu fees to assist the PVRPD with the purchase and development of new community park facilities. Payment of the required in-lieu fees would reduce the potential

impacts of the proposed project under Development Scenarios 1 and 2 to a less than significant level.

- 14e Less Than Significant Impact.** Residents of the proposed project would have the opportunity to utilize other public facilities within Camarillo, such as the new Camarillo Library. The project development would also be subject to review throughout the development process by City staff at Camarillo City Hall. However, no new public facilities would need to be constructed to accommodate the needs of project residents. The majority of services to the project residents would be provided by local businesses such as those already located along Ventura Boulevard in Old Town Camarillo. Therefore, the potential impact of the project on other public facilities would be less than significant under Development Scenarios 1 and 2.

Cumulative Impacts

Cumulative development of other projects throughout Camarillo would increase the demand for public services. As with the proposed project, each of these projects would be subject to the same reviews and fee obligations that would generally reduce potential cumulative impacts to public services to less than significant levels.

Mitigation

The following mitigation measures from the Village at the Park Final EIR are applicable to the proposed development of the Hiji property:

Fire Protection

5.11.1-1 Development of the Village at the Park site shall include fire hydrants and provide fire flow requirements as specified by the Ventura County Fire Protection District.

5.11.1-2 To the extent feasible, uses within the Village at the Park site shall have automatic fire sprinkler systems as required by the Ventura County Fire Protection District and City of Camarillo Fire Codes.

5.11.1-3 Prior to the issuance of building permits, the project developer shall pay the City of Camarillo fire protection facilities fee (Ordinance No. 771).

Police Protection

5.11.2-1 The project developer shall employ a private security service during project construction in order to prevent vandalism or theft at the construction sites.

Public Schools

5.11.3-1 Prior to the issuance of building permits, the developer of each new land use within the project site shall pay school fees to the school districts in accordance with legislative mandates.

Mitigation Monitoring

Mitigation measures 5.11.1-1 and 5.11-2 shall be verified by the Department of Public Works through the building plan check process.

Mitigation measures 5.11.1-3 and 5.11.2-1 shall be verified by the Department of Public Works via a recorded covenant.

Mitigation measure 5.11.3-1 shall be verified by the Department of Community Development via a recorded covenant.

Impact After Mitigation

Less than significant.

15. RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>

Applicable Dawson Drive Industrial Area Concepts and Design Guidelines and Mitigation Measures

There are no guidelines or mitigation measures related to recreation included in the Dawson Drive Industrial Area Concepts and Design Guidelines or its associated Mitigated Negative Declaration.

Applicable Village at the Park Specific Plan Standards, Guidelines, and Mitigation Measures

The Village at the Park Specific Plan provided a site for a new 55-acre public community sports park. There are no other standards or guidelines related to recreation included in the Village at the Park Specific Plan. The following mitigation measure from the Village at the Park Final EIR is applicable to the proposed development of the Hiji property:

Parks and Recreation

5.11.4-1 The project applicant shall construct and maintain through Homeowners Association assessments all private neighborhood recreation areas within the project and provide these facilities concurrent with the first residential occupancies of each community within the project.

Explanation of Checklist Answers

15a-b Less Than Significant Impact. As discussed under Section 14d, the new residents of the proposed project would create an additional demand for park and recreation areas. Much of this demand would be met by private recreation areas including pools and play areas throughout the project site. Project residents would also live within walking and cycling distance of the Pleasant Valley Fields sports park. Project residents would also live within walking and cycling distance of the Pleasant Valley Fields sports park and other parks in Camarillo. Because the project would not include any new public park land, the project developers would be required to pay in-lieu fees to assist the PVRPD with the purchase and development of new community park facilities. Payment of the required in-lieu fees would reduce the potential impacts of the proposed project under Development Scenarios 1 and 2 to a less than significant level.

Cumulative Impacts

Cumulative development of other projects throughout Camarillo would increase the demand for public recreation facilities and services. As with the proposed project, some new residential projects will provide private recreation areas for its residents. Other projects may provide new public parks. The combination of new parks provided by new projects and the payment of in-lieu fees for the purchase and development of new public parks would ensure that cumulative impacts to recreation facilities would be less than significant.

Mitigation

None required.

Mitigation Monitoring

None required.

Impact After Mitigation

Not applicable.

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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Applicable Dawson Drive Industrial Area Concepts and Design Guidelines and Mitigation Measures

The Dawson Drive Industrial Area Concepts and Design Guidelines identifies circulation improvements and roadway design standards for the Dawson Drive Industrial Area. There are no mitigation measures related to transportation and traffic included in the Mitigated Negative Declaration for the Dawson Drive Industrial Area Concepts and Design Guidelines.

Applicable Village at the Park Specific Plan Standards, Guidelines, and Mitigation Measures

The Village at the Park Specific Plan identifies circulation improvements and roadway design standards for the Specific Plan area. The following mitigation measure from the Village at the Park Final EIR is applicable to the proposed development of the Hiji property:

- 5.5-9 Construction related trips on State highways shall be limited, where feasible, to off-peak commute periods.

Explanation of Checklist Answers

The information in this section is based primarily on the following document:

- *Fairfield Residential Project Revised Traffic and Circulation Study, Camarillo, CA*, prepared by Penfield & Smith, April 2, 2013.

The Traffic and Circulation Study included as Appendix H to this Initial Study. It should be noted that the Traffic and Circulation Study is based on an earlier version of the project that envisioned the development of up to 735 units under Development Scenario 1 and 1,085 units under Development Scenario 2. As such, this study overestimates the potential impacts of the project as currently proposed with 722 units under Development Scenario 1 and 1,072 units under Development Scenario 2.

16a Less Than Significant Impact. The Traffic and Circulation Study evaluates the potential impacts to the following 13 study-area intersections, which were determined through consultations with the City of Camarillo Department of Public Works:

1. Daily Drive/U.S. 101 Northbound Ramps
2. Lewis Road/Daily Drive
3. Ventura Boulevard/U.S. 101 Southbound Ramps
4. Lewis Road/Ventura Boulevard
5. Flynn Road/Mission Oaks Blvd./U.S. 101 Northbound Ramps
6. Dawson Drive/Petit Street
7. U.S. 101 Southbound Ramps/Petit Street
8. Village at the Park Drive/Westpark Court
9. Lewis Road/Dawson Place
10. Lewis Road/Imation Drive
11. Lewis Road/Pleasant Valley Road
12. E. 5th Street/Pleasant Valley Road

Since traffic flows in the study area are most constrained at the intersections, the traffic analysis focuses on the operating conditions at key intersections during peak travel periods which typically occur during the morning and afternoon commute hours.

To determine the operating conditions at the study intersections, a level of service (LOS) ranking scale is used. This scale compares traffic volumes to capacity and assigns a letter value to this relationship. The letter scale ranges from A to F with LOS A representing free flow conditions and LOS F representing congested conditions. Pursuant to City requirements, the Intersection Capacity Utilization Methodology (ICU) was used to analyze signalized intersections and the results are shown as a volume-to-capacity ratio. Levels of service for unsignalized intersections were calculated using methodologies outlined in the Highway Capacity Manual (HCM) and the results are presented as seconds of delay. The level of service criteria are summarized in Table 18.

TABLE 18 - INTERSECTION LEVEL OF SERVICE CRITERIA

LOS	Signalized Intersections (V/C Ratio)	Unsignalized Intersections (Sec.of delay)	Definition
A	< 0.60	≤ 10	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	0.61 - 0.70	> 10 and ≤ 15	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	0.71 - 0.80	> 15 and ≤ 25	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.
D	0.81 - 0.90	> 25 and ≤ 35	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	0.91 - 1.00	> 35 and ≤ 50	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	> 1.00	> 50	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

Source of table data: Penfield & Smith, April 2, 2013.

The City’s acceptable level of service for roadways and intersections is LOS C or better. Brief periods of LOS D (V/C 0.83) during AM and PM peak hours are permitted where improvements to achieve LOS C would be unreasonably costly. Project impacts are significant and must be mitigated if they exceed the following thresholds:

- 30 per lane peak hour critical movement trips for LOS D

- 20 per lane peak hour critical movement trips for LOS E
- 10 per lane peak hour critical movement trips for LOS F

Mitigation measures should provide a level of service equal or better than baseline conditions.

Traffic Impact Analysis Scenarios

The proposed project would be constructed over a period of several years. Therefore, the traffic analysis focuses on the following traffic scenarios for project-specific traffic impacts:

- Existing conditions
- Future (Existing + Approved Projects)
- Future (Existing + Approved Projects) + Project Development Scenario 1
- Future (Existing + Approved Projects) + Project Development Scenario 2

Existing Intersection Operations

AM and PM peak hour volumes for six intersections included in the Traffic Impact Analysis were provided by City staff. These intersection counts were completed in 2010 and 2011. Turning movement counts for the remaining five intersections were conducted by Penfield & Smith in April, 2012. Vehicle delay counts for unsignalized intersections were also provide by City staff.

Levels of service for the study area intersections were calculated based on the existing peak hour traffic volumes, intersection geometry and the level of service methodologies outlined above. The existing intersection levels of service are summarized in Table 19. Table 19 indicates that the E. 5th St/Pleasant Valley Rd intersection operates in the LOS E range during the PM peak hour, which exceeds the City's level of service C standard. All other study-area intersections currently operate within the City's acceptable level of service range during both peak hours.

Future Intersection Operations

The future baseline scenario includes traffic that will be generated by approved development projects in the study area. The list of approved development projects included in the future conditions was provided by City staff. Trip generation estimates for the approved projects were developed using City's trip generation rates and trips were distributed based on the location of each approved project and existing traffic patterns.

TABLE 19 - EXISTING INTERSECTION PEAK HOUR LEVELS OF SERVICE

Intersection	Traffic Control	AM Peak Hour V/C-LOS	PM Peak Hour V/C LOS
1. Daily Dr./U.S. 101 NB Ramps	Signal	0.42/LOS A	0.64/LOS B
2. Lewis Rd./Daily Dr.	Signal	0.53/LOS A	0.60/LOS A
3. Ventura Blvd./U.S. 101 SB Ramps	Signal	0.60/LOS A	0.58/LOS A
4. Lewis Road/Ventura Blvd.	Signal	0.49/LOS A	0.62/LOS B
5. Mission Oaks Blvd./U.S. 101 NB Ramps	Signal	0.63/LOS B	0.56/LOS A
6. Dawson Dr./Petit St.	Signal	0.57/LOS A	0.51/LOS A
7. U.S. 101 SB Ramps/Petit St. ¹	All-Way Stop	10.7 sec/LOS B	12.2 sec/LOS B
8. Village at the Park Dr./Westpark Ct. ¹	All-Way Stop	8.5 sec/LOS A	9.1 sec/LOS A
9. Lewis Rd./Dawson Pl.	Signal	0.51/LOS A	0.57/LOS A
10. Lewis Rd./Imation Dr. ¹	Two-Way Stop	9.8 sec/LOS A	18.0 sec/LOS C
11. Lewis Rd./Pleasant Valley Rd.	Signal	0.54/LOS A	0.59/LOS A
12. E. 5 th St./Pleasant Valley Rd. ¹	One-Way Stop	23.4 sec/LOS C	37.5 sec/LOS E

¹ Stop controlled intersection; LOS expressed in average delay per vehicle.

Bolded values exceeds City's LOS C standard.

Source of table data: Penfield & Smith, April 2, 2013.

Levels of service were calculated for the study-area intersections assuming the future baseline AM and PM peak hour volumes. No roadway or intersection improvements are proposed under future conditions. Table 20 summarizes the future intersection level of service calculations. As shown, the E. 5th St/Pleasant Valley Rd intersection would continue to operate in the LOS E range during the PM peak hour, which exceeds the City's level of service standard. The remainder of the study-area intersections would operate in the LOS A- C range under future conditions.

Project Trip Generation

Trip generation estimates were determined for Development Scenario 1 and Development Scenario 2 by applying the City's trip generation rates for Multi-Family Dwelling Unit (>20 DU/acre). The City developed these rates based on counts collected at high density residential (apartment) sites throughout the City of Camarillo, and these rates therefore reflect the specific

commute characteristics within the Camarillo area. The trip generation rates are shown in Table 21.

TABLE 20 - FUTURE INTERSECTION PEAK HOUR LEVELS OF SERVICE

Intersection	Traffic Control	AM Peak Hour V / C-LOS	PM Peak Hour V / C LOS
1. Daily Dr./U.S. 101 NB Ramps	Signal	0.43/LOS A	0.65/LOS B
2. Lewis Rd./Daily Dr.	Signal	0.55/LOS A	0.60/LOS A
3. Ventura Blvd./U.S. 101 SB Ramps	Signal	0.61/LOS B	0.59/LOS A
4. Lewis Road/Ventura Blvd.	Signal	0.49/LOS A	0.62/LOS B
5. Mission Oaks Blvd./U.S. 101 NB Ramps	Signal	0.64/LOS B	0.58/LOS A
6. Dawson Dr./Petit St.	Signal	0.59/LOS A	0.53/LOS A
7. U.S. 101 SB Ramps/Petit St. ¹	All-Way Stop	11.5 sec/LOS B	14.8 sec/LOS B
8. Village at the Park Dr./Westpark Ct. ¹	All-Way Stop	8.9 sec/LOS A	10.7 sec/LOS B
9. Lewis Rd./Dawson Pl.	Signal	0.51/LOS A	0.57/LOS A
10. Lewis Rd./Imation Dr. ¹	Two-Way Stop	10.0 sec/LOS A	18.7 sec/LOS C
11. Lewis Rd./Pleasant Valley Rd.	Signal	0.55/LOS A	0.62/LOS B
12. E. 5 th St./Pleasant Valley Rd. ¹	One-Way Stop	23.8 sec/LOS C	38.6 sec/LOS E

¹ Stop controlled intersection; LOS expressed in average delay per vehicle.

Bolded values exceeds City's LOS C standard.

Source of table data: Penfield & Smith, April 2, 2013.

TABLE 21 - PROJECT TRIP GENERATION RATES

Land Use	ADT Rate	AM Peak Hour Rate			PM Peak Hour Rate		
		In	Out	Total	In	Out	Total
Multi-Family Dwelling Unit (>20 units/ acre)	6.0	0.10	0.38	0.48	0.29	0.15	0.44

ADT = average daily traffic.

Source of table data: Penfield & Smith, April 2, 2013.

The trip generation estimates for the two development scenarios of the proposed project are shown in Table 22. As shown, Development Scenario 1 is expected to generate 4,410 average daily

trips, with 353 trips occurring during the AM peak hour and 323 trips occurring during the PM peak hour. Development Scenario 2 is expected to generate 5,574 average daily trips, with 497 trips occurring during the AM peak hour and 360 trips occurring during the PM peak hour.

TABLE 22 - PROJECT DEVELOPMENT TRIP GENERATION ESTIMATES

Land Use	Size	ADT	AM Peak Hour Rate			PM Peak Hour Rate		
			In	Out	Total	In	Out	Total
Development Scenario 1								
Multi-Family Dwelling Unit (>20 units/ acre)	735 units	4,410	74	279	353	213	110	323
Development Scenario 2								
Multi-Family Dwelling Unit (>20 units/ acre)	1,085 units	6,510	109	412	521	315	162	477
Existing Industrial Building ¹	--	-936	-19	-5	-24	-54	-63	-117
Net Increase		5,574	90	407	497	261	99	360

¹ Peak hour trip generation based on peak hour counts at the existing building. Average daily traffic estimated using City rate for light industrial buildings.

Source of table data: Penfield & Smith, April 2, 2013.

Project Trip Distribution

Trip distribution patterns were developed for the proposed project based on the proposed site access of each the three project properties, existing traffic patterns, the location of the residential, commercial and industrial areas within the Camarillo area, and knowledge of the regional demographics. The estimated project trip distribution percentages are shown in Table 23.

Both project development scenarios include turning restrictions at the Lewis Road/Imation Drive intersection. The westbound approach (Imation Drive) would be restricted to right-turns only as part of frontage improvements. Project traffic traveling to the south would use the Lewis Road/Dawson Place intersection to turn onto southbound Lewis Road.

The project would result in existing traffic flow changes. Both development scenarios include the construction of Westpark Drive, a westerly extension of Westpark Court which would connect to Lewis Road via the current alignment of Imation Drive. This private roadway would provide a new connection between Village at the Park Drive and Lewis Road. It is expected that a portion of existing traffic to and from the Village at the Park community, located east of the project site, would divert from its original route and use this new roadway connection. For example, traffic from the Village at the Park community currently uses Pleasant Valley Road to travel to Lewis Road and Old Town Camarillo, or uses Petit Street and Mission Oaks Boulevard to travel to U.S.

101 Northbound. The new connection through the project site would provide an alternative route for some residents in the Village at the Park community to travel to and from their destination, resulting in a diversion of existing traffic from its original route to Westpark Drive.

TABLE 23 - PROJECT TRIP DISTRIBUTION

Roadway	Direction	Percentage of Trips
U.S. Highway 101	East	25%
	West	24%
Lewis Road	North	8%
	South	3%
Arneill Road	Northwest	7%
E. 5 th Street	Southwest	5%
Ventura Boulevard	West	5%
Pleasant Valley Road	East	2%
	West	4%
Flynn Road	Northeast	4%
Daily Drive	Northwest	3%
Mission Oaks Boulevard	Northeast	2%
Local (east of Lewis Road)	West	6%
Local (west of Lewis Road)	East	2%

Source of table data: Penfield & Smith, April 2, 2013.

Diverted traffic volumes were determined by reviewing existing peak hour turning volumes at the intersections serving the Village at the Park community and consideration of travel routes to and from the community. Based on this data, the portion of existing traffic that would divert from its original route to the new roadway connection was estimated to be 710 diverted ADT, with 57 trips during the AM peak hour and 52 trips during the PM peak hour.

Traffic volumes generated by the existing light industrial building at the Rexford property would be removed from the street network under Development Scenario 2, when the building would be demolished. Traffic generated by the existing building located at the Rexford property was assigned based on the existing distribution pattern at the light industrial building driveway opposite Dawson Place.

Future + Project Intersection Operations

Levels of service for the study-area intersections were recalculated based on the future baseline plus project traffic volumes. Tables 24 and 25 show the level of service calculation results for the AM and PM peak hours, respectively.

**TABLE 24 - FUTURE + PROJECT INTERSECTION LEVELS OF SERVICE -
AM PEAK HOUR**

Intersection	Future Baseline LOS	Future + Development Scenario 1 LOS	Future + Development Scenario 2 LOS	Significant Impact?
1. Daily Dr./U.S. 101 NB Ramps	0.43/LOS A	0.45/LOS A	0.46/LOS A	No
2. Lewis Rd./Daily Dr.	0.55/LOS A	0.60/LOS A	0.63/LOS B	No
3. Ventura Blvd./U.S. 101 SB Ramps	0.61/LOS B	0.63/LOS B	0.64/LOS B	No
4. Lewis Road/Ventura Blvd.	0.49/LOS A	0.51/LOS A	0.52/LOS A	No
5. Mission Oaks Bl./U.S. 101 NB Ramps	0.64/LOS B	0.64/LOS B	0.64/LOS B	No
6. Dawson Dr./Petit St.	0.59/LOS A	0.62/LOS B	0.63/LOS B	No
7. U.S. 101 SB Ramps/Petit St. ¹	11.5 sec/LOS B	11.89 sec/LOS B	11.9 sec/LOS B	No
8. Village at the Park Dr./Westpark Ct. ¹	8.9 sec/LOS A	9.5 sec/LOS A	10.0 sec/LOS A	No
9. Lewis Rd./Dawson Pl.	0.51/LOS A	0.52/LOS A	0.57/LOS A	No
10. Lewis Rd./Imation Dr. ^{1,2}	10.0 sec/LOS A	11.4 sec/LOS B	11.4 sec/LOS B	No
11. Lewis Rd./Pleasant Valley Rd.	0.55/LOS A	0.55/LOS A	0.55/LOS A	No
12. E. 5 th St./Pleasant Valley Rd. ¹	23.8 sec/LOS C	24.6 sec/LOS C	25.1 sec/LOS D	No

¹ Stop controlled intersection; LOS expressed in average delay per vehicle.

² Westbound approach restricted to right-turns only under future plus project conditions.

Bolded values exceeds City's LOS C standard.

Source of table data: Penfield & Smith, April 2, 2013.

The level of service data contained in Table 24 indicates that all intersections would operate at LOS C or better under future plus project conditions in the AM peak hour, except the E. 5th Street/Pleasant Valley Road intersection, which would operate at the cusp of LOS C/D under Future plus Development Scenario 2 conditions. Development Scenario 2 would add three AM peak hour trips to the critical movements, which would not exceed the City's traffic impact threshold of 30 per lane peak hour critical movement trips for LOS D. The proposed project

would, therefore, not generate any project-specific impacts during the AM peak hour under Development Scenarios 1 and 2. It is noted that the City allows for LOS D operations for short periods of time during peak hour periods.

**TABLE 25 - FUTURE + PROJECT INTERSECTION LEVELS OF SERVICE -
PM PEAK HOUR**

Intersection	Future Baseline LOS	Future + Development Scenario 1 LOS	Future + Development Scenario 2 LOS	Significant Impact?
1. Daily Dr./U.S. 101 NB Ramps	0.65/LOS B	0.67/LOS B	0.68/LOS B	No
2. Lewis Rd./Daily Dr.	0.60/LOS A	0.63/LOS B	0.63/LOS B	No
3. Ventura Blvd./U.S. 101 SB Ramps	0.59/LOS A	0.60/LOS A	0.60/LOS A	No
4. Lewis Road/Ventura Blvd.	0.62/LOS B	0.64/LOS B	0.64/LOS B	No
5. Mission Oaks Bl./U.S. 101 NB Ramps	0.58/LOS A	0.58/LOS A	0.59/LOS A	No
6. Dawson Dr./Petit St.	0.53/LOS A	0.57/LOS A	0.57/LOS A	No
7. U.S. 101 SB Ramps/Petit St. ¹	14.8 sec/LOS B	16.4 sec/LOS C	16.6 sec/LOS C	No
8. Village at the Park Dr./Westpark Ct. ¹	10.0 sec/LOS A	10.5 sec/LOS B	10.5 sec/LOS B	No
9. Lewis Rd./Dawson Pl.	0.57/LOS A	0.59/LOS A	0.60/LOS A	No
10. Lewis Rd./Imation Dr. ^{1,2}	18.7 sec/LOS C	11.7 sec/LOS B	11.7 sec/LOS B	No
11. Lewis Rd./Pleasant Valley Rd.	0.62/LOS B	0.62/LOS B	0.62/LOS B	No
12. E. 5 th St./Pleasant Valley Rd. ¹	38.6 sec/LOS E	42.6 sec/LOS E	44.0 sec/LOS E	No

¹ Stop controlled intersection; LOS expressed in average delay per vehicle.

² Westbound approach restricted to right-turns only under future plus project conditions.

Bolded values exceeds City’s LOS C standard.

Source of table data: Penfield & Smith, April 2, 2013.

Table 25 indicates that all intersections would operate at LOS C or better under future plus project conditions in the PM peak hour, except the E. 5th Street/Pleasant Valley Road intersection, which would continue to operate in the LOS E range during the PM peak hour. The project would add 8 per lane peak hour critical movement trips under Development Scenario 1 and 11 per lane peak hour critical movement trips under Development Scenario 2. These project additions would not exceed the City’s traffic impact threshold of 20 per lane peak hour critical movement trips for LOS E. The proposed project would, therefore, not generate any project-specific impacts during the AM peak hour under Development Scenarios 1 and 2.

Based on this analysis, the proposed project would not conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The impact of the proposed project would be less than significant under Development Scenarios 1 and 2.

- 16b Less Than Significant Impact.** For the purposes of a Congestion Management Plan (CMP) traffic impact analysis, LOS E is considered to be acceptable, and a significant impact occurs if the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C > 0.02$), causing or worsening LOS F ($V/C > 1.00$).

Roadways

U.S. Highway 101, Lewis Road, Pleasant Valley Road and E. Fifth Street are included in the CMP network. According to the 2009 CMP, all facilities operate at LOS D or better during the AM and PM peak hour periods, except the following segments of U.S. 101:

- Southbound U.S. Highway 101 south of Lewis Road operates in the LOS F range during the AM peak hour. Project Development Scenario 1 would add 71 AM peak hour trips and Development Scenario 2 would add 99 AM peak hour to southbound U.S. Highway 101. These traffic additions would not result in a CMP impact based on the criteria outlined above (increase of 1.7% or less).
- Northbound U.S. Highway 101 operates in the LOS F range during the PM peak hour. Project Development Scenario 1 would add 24 PM peak hour trips and Development Scenario 2 would add 31 PM peak hour trips to northbound U.S. Highway 101. These additions would not result in a CMP impact based on the criteria outlined above.

Caltrans and the Ventura County Transportation Commission (VCTC) have previously documented that the segment of U.S. Highway 101 in the Camarillo area should be upgraded by adding one lane in each direction to provide a continuous eight-lane facility. The need for widening this facility is generated by regional traffic growth to the year 2030, not isolated to traffic generated by the proposed project. Improvements for mainline freeway segments are programmed through VCTC and are funded through various state and federal funding sources, local sales tax and gas taxes. No formal funding for widening the freeway has been committed at this time. The City of Camarillo has contributed a fair-share contribution towards mainline freeway improvements by reconstructing freeway interchange bridges with longer spans to accommodate future mainline widening projects. Furthermore, the project developer would pay Traffic Mitigation Fees to the City that would partially finance off-site projects that accommodate future widening on the mainline freeway, e.g., interchange reconstruction, ramp improvements, and intersection improvements adjacent to freeway ramps.

Intersections

Within the study area, the Lewis Road/Pleasant Valley Road intersection and the E. 5th Street/Pleasant Valley Road intersection are included in the CMP network. Both intersections are included in the traffic analysis and programs to provide levels of service consistent with the CMP program have been developed. No additional analysis is required.

Based on this analysis, the proposed project would not 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. The impact of the proposed project would be less than significant under Development Scenarios 1 and 2.

16c No Impact. The proposed project does not include any aviation-related uses and would not generate any new air traffic patterns. As discussed in Section 8e of this Initial Study, the proposed project site is located within the general flight paths of Camarillo Airport and Naval Air Station Point Mugu. It is, however, located outside of the airport land use plan areas and outer safety zones for these airports. Development of the proposed project would not force any changes to the air traffic patterns of these airports. Therefore, no impact would occur under Development Scenarios 1 and 2.

16d Less Than Significant Impact. The circulation system for the proposed project is conceptual at this design stage. It is comprised of a two-lane collector street (60' right-of-way) and 26-foot wide drive aisles. Based on the expected overall traffic loads (2,800 ADT or less on the collector roads) under development Scenario 1, the proposed circulation system is expected to operate acceptably. Roadways will be designed pursuant City standards.

Access to the Lewis Road/Dawson Place intersection is proposed via a driveway that would extend parallel to Lewis Road from Westpark Drive to the east leg of the Lewis Road/Dawson Place intersection. Development Scenario 1 does not include any other driveway connections to the Rexford property. Interaction of traffic generated by Development Scenario 1 and traffic from the existing light industrial building would therefore occur only at the Lewis Road/Dawson Place intersection.

Westpark Drive would be designed to discourage cut-through traffic. The traffic circles and roadway alignment would increase travel time and make it less attractive for drivers as a cut-through route. To discourage cut-through traffic and reduce speeds, additional traffic calming measures may be installed. Traffic calming measures range from non-physical measures (i.e. signage and speed legends) to physical measures (i.e. speed humps and raised crosswalks). Consistent with the recommended traffic calming measures outlined in the Dawson Drive Industrial Area Concepts & Design Guidelines, installation of speed humps at sufficient intervals

on the east-west collector road can discourage cut-through traffic and reduce travel speeds. Westpark Drive would provide a vehicular and bicycle connection from Lewis Road to Village at the Park Drive and should be designed to accommodate both vehicular and bicycle traffic.

Compared to Development Scenario 1, the internal circulation system will be expanded to include additional collector streets on the Rexford property. The internal street network additions on the Rexford property would not change the traffic patterns for the Fairfield and Hiji properties, because no direct route through the Rexford property to the access points at Lewis Road and Village at the Park Drive would be provided. Further review of the internal circulation system of the Rexford property would be conducted when a site plan is developed in the future. In general, based on the expected overall traffic loads (3,500 ADT or less on the collector roads), the proposed circulation system is expected to operate acceptably under Development Scenario 2.

Therefore, implementation of the proposed project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) and the impact of the proposed project would be less than significant under Development Scenarios 1 and 2.

16e Less Than Significant Impact. The circulation system for the proposed project is conceptual at this design stage. It is comprised of a two-lane collector street (60' right-of-way) and 26-foot wide drive aisles. Roadways will be designed pursuant to City standards. In accordance with standard City practice, the project development and building plans would be subject to review by the Ventura County Fire Department to ensure that the site design and building plans comply with all applicable fire codes for emergency access. Therefore, the impact of the proposed project would be less than significant under Development Scenarios 1 and 2.

16f Less Than Significant with Mitigation Incorporated.

Public Transit

The study area is served by Metrolink and Vista transit operators. The Camarillo Metrolink Station is located north of the project site and provides train service to Oxnard and Los Angeles Union Station. Vista operates a bus route between the Metrolink Station and Cal State Channel Islands, with a transfer connection to the Vista CSUCI - Oxnard route. Residents of the proposed project would be within walking distance of these public transit services as discussed below.

Pedestrian Access

Sidewalks would be provided along all streets throughout the project site. The pedestrian circulation system should connect to the sidewalks present along Lewis Road (north of Dawson Place) and Village at the Park Drive via Westpark Court. A pedestrian connection to Dawson Drive should also be provided via an internal pedestrian route through the Rexford site and a

pedestrian access on the northwest corner of the Rexford Site where it abuts Dawson drive. It is noted that no sidewalk is currently provided along the east side of Dawson Drive between the Lewis Road overcrossing and Magnolia Street, and one would have to be constructed to provide a continuous sidewalk connection between the site and Dawson Drive.

The Dawson Drive connection also provides a pedestrian route to the Metrolink Station and Old Town Camarillo via the existing elevated pedestrian crossing over the railroad. To improve existing pedestrian accessibility, the Dawson Drive Industrial Area Concepts & Design Guidelines recommends providing continuous and accessible sidewalks within the Dawson Drive area where deficiencies exist, and replacement of the elevated crossing with a pedestrian at-grade crossing at the Metrolink Station. The City is also evaluating the potential to provide a subterranean pedestrian crossing to connect the two existing platforms.

To provide pedestrian access from the northeast portion of the Fairfield property to external pedestrian facilities, a pedestrian connection should be provided between the Fairfield property and the Hiji property, or the Calleguas Gardens neighborhood. These recommendations are incorporated as mitigation measure 16-1.

Bicycle Access

Bike lanes are provided along Village at the Park Drive to the east of the project site and Dawson Drive north of Petit Street. Although no formalized bike lanes are provided along Lewis Road, both sides of this roadway have wide shoulders that are utilized by bicyclists. No formalized bike lanes are provided along Lewis Road and Dawson Drive south of Petit Street. Bicycle traffic from the site to Old Town would either use the proposed pedestrian connection between the site and Dawson Drive, or cross Lewis Road at the signalized intersection with Dawson Place and connect to Dawson Drive via Dawson Place.

The new Westpark Drive would provide a bicycle connection from Lewis Road to Village at the Park Drive and should be designed to accommodate both vehicular and bicycle traffic. This recommendation is incorporated as mitigation measure 16-2. The bicycle route would provide a connection to the Calleguas Bike Path/Calleguas Creek Bike Trail via the Village at the Park Drive bike lane system.

The amended Dawson Drive Area Concepts & Design Guidelines proposes improvements to Lewis Road including a parkway with a greenbelt incorporating a 10-foot Class 1 bicycle trail. This parkway would provide a direct link between North Dawson Drive and points to the south, including the project site, and to bicycle lanes on Lewis Road that lead to the CSUCI campus. The project's bicycle system would connect to the future bike path along Lewis Road.

Cumulative Impacts

The project's potential cumulative impacts are assessed based on the long range General Plan buildout of the City of Camarillo, which is anticipated to occur in the year 2030. The buildout traffic volumes for the study-area intersections were derived from the City's Traffic Model (CTAM) and were provided by City staff. The Traffic Model's Year 2030 traffic forecasts include both traffic growth associated with buildout of the City's Land Use Element and anticipated regional growth, and incorporate the roadway network improvements included in the City's Circulation Element.

Comparison of the existing and future street network and intersection geometry indicates that the majority of short-term and long-term roadway and intersection improvements outlined in the City's Circulation Element for the study area have been completed. Recently completed improvements include the widening of Lewis Road between Ventura Boulevard and Pleasant Valley Road to four travel lanes and capacity improvements at the intersections along the widened roadway segment. Other recently completed improvements include installation of additional turning lanes at the Mission Oaks Boulevard/U.S. 101 Northbound Ramps intersection. The buildout analysis includes the programmed restripe of the eastbound approach at the Lewis Road/Ventura Boulevard intersection. The no. 2 lane will be restriped from a left-turn/through lane to a left-turn/through/right-turn lane.

Project-added AM and PM peak hour traffic volumes for each development scenario were layered onto the buildout peak hour traffic volumes and the level of service for the intersections were recalculated assuming buildout and buildout + project conditions. The level of service calculations are summarized in Tables 26 and 27 for the AM and PM peak traffic hours, respectively.

Table 26 indicates that three intersections are forecast to operate below the City's LOS C standard during the AM peak hour under buildout + project conditions. These intersections and the project's additions are discussed below.

- Ventura Boulevard/U.S. 101 Southbound Ramps: This intersection would operate in the LOS D range during the AM peak hour. The project would add 14 AM peak hour trips per lane to the critical movements under Development Scenario 1 and 21 AM peak hour trips per lane to the critical movements of the intersection under Development Scenario 2, which is acceptable based on the City's impact threshold of 30 per lane peak hour critical movement trips for LOS D. It is noted that the City allows LOS D (V/C 0.83) for short periods of time during peak hour periods.
- Lewis Road/Pleasant Valley Road: This intersection is forecast to operate in the LOS D range during the AM peak hour. The project would add 4 AM peak hour trips per lane to the critical movements under Development Scenario 1 and 6 AM peak hour trips per lane to the critical movements under Development Scenario 2, which is acceptable based on the City's impact threshold of 30 per lane peak hour critical movement trips for LOS D. It is noted that the City allows LOS D (V/C 0.83) for short periods of time during peak hour periods.

TABLE 26 - BUILDOUT + PROJECT INTERSECTION LEVELS OF SERVICE - AM PEAK HOUR

Intersection	Buildout LOS	Buildout + Development Scenario 1 LOS	Buildout + Development Scenario 2 LOS	Significant Impact?
1. Daily Dr./U.S. 101 NB Ramps	0.49/LOS A	0.51/LOS A	0.52/LOS A	No
2. Lewis Rd./Daily Dr.	0.60/LOS A	0.66/LOS B	0.67/LOS B	No
3. Ventura Blvd./U.S. 101 SB Ramps	0.80/LOS C	0.81/LOS D	0.81/LOS D	No
4. Lewis Road/Ventura Blvd.	0.71/LOS C	0.73/LOS C	0.75/LOS C	No
5. Mission Oaks Bl./U.S. 101 NB Ramps	0.78/LOS C	0.78/LOS C	0.78/LOS C	No
6. Dawson Dr./Petit St.	0.62/LOS B	0.63/LOS B	0.63/LOS B	No
7. U.S. 101 SB Ramps/Petit St. ¹	9.8 sec/LOS A	10.2 sec/LOS B	10.2 sec/LOS B	No
8. Village at the Park Dr./Westpark Ct. ¹	8.6 sec/LOS A	9.0 sec/LOS A	9.1 sec/LOS A	No
9. Lewis Rd./Dawson Pl.	0.66/LOS B	0.67/LOS B	0.72/LOS C	No
10. Lewis Rd./Imation Dr. ^{1,2}	10.4 sec/LOS B	12.1 sec/LOS B	12.4 sec/LOS B	No
11. Lewis Rd./Pleasant Valley Rd.	0.83/LOS D	0.83/LOS D	0.83/LOS D	No
12. E. 5 th St./Pleasant Valley Rd. ¹	>50 sec/LOS F	>50 sec/LOS F	>50 sec/LOS F	No

¹ Stop controlled intersection; LOS expressed in average delay per vehicle.

² Westbound approach restricted to right-turns only under future plus project conditions.

Bolded values exceeds City’s LOS C standard.

Source of table data: Penfield & Smith, April 2, 2013.

- E. 5th Street/Pleasant Valley Road: This intersection would operate in the LOS F range during the AM peak hour. The project would add 2 AM peak hour trips under Development Scenario 1 and 3 AM peak hour trips under Development Scenario 2 per lane to the critical movements of the intersection, which is acceptable based on the City’s impact threshold of 10 per lane peak hour critical movement trips for LOS F.

Table 27 indicates that one intersection would operate below the City’s LOS C standard during the PM peak hour under buildout + project conditions, as discussed below.

- E. 5th Street/Pleasant Valley Road: This intersection would operate in the LOS F range during the PM peak hour. The project would add 8 PM peak hour trips under Development Scenario 1, which would not exceed the City’s impact threshold of 10 per lane peak hour critical movement trips for LOS F.

However, the project would add 11 PM peak hour trips under Development Scenario 2 per lane to the critical movements of the intersection, which would exceed the City's impact threshold of 10 per lane peak hour critical movement trips for LOS F.

**TABLE 27 - BUILDOUT + PROJECT INTERSECTION LEVELS OF SERVICE -
PM PEAK HOUR**

Intersection	Buildout LOS	Buildout + Development Scenario 1 LOS	Buildout + Development Scenario 2 LOS	Significant Impact?
1. Daily Dr./U.S. 101 NB Ramps	0.72/LOS C	0.75/LOS C	0.78/LOS C	No
2. Lewis Rd./Daily Dr.	0.76/LOS C	0.78/LOS C	0.80/LOS C	No
3. Ventura Blvd./U.S. 101 SB Ramps	0.62/LOS B	0.64/LOS B	0.64/LOS B	No
4. Lewis Road/Ventura Blvd.	0.74/LOS C	0.77/LOS C	0.78/LOS C	No
5. Mission Oaks Bl./U.S. 101 NB Ramps	0.66/LOS B	0.66/LOS B	0.66/LOS B	No
6. Dawson Dr./Petit St.	0.54/LOS A	0.55/LOS A	0.55/LOS A	No
7. U.S. 101 SB Ramps/Petit St. ¹	14.4 sec/LOS B	15.5 sec/LOS C	15.6 sec/LOS C	No
8. Village at the Park Dr./Westpark Ct. ¹	10.0 sec/LOS A	10.3 sec/LOS B	10.3 sec/LOS B	No
9. Lewis Rd./Dawson Pl.	0.66/LOS B	0.68/LOS B	0.69/LOS C	No
10. Lewis Rd./Imation Dr. ^{1,2}	29.3 sec/LOS D	13.8 sec/LOS B	13.7 sec/LOS B	No
11. Lewis Rd./Pleasant Valley Rd.	0.78/LOS C	0.78/LOS C	0.78/LOS C	No
12. E. 5 th St./Pleasant Valley Rd. ¹	>50 sec/LOS F	>50 sec/LOS F	>50 sec/LOS F	Yes

¹ Stop controlled intersection; LOS expressed in average delay per vehicle.

² Westbound approach restricted to right-turns only under future plus project conditions.

Bolded values exceeds City's LOS C standard.

Source of table data: Penfield & Smith, April 2, 2013.

This intersection is controlled by a stop sign on the eastbound approach. Installation of a traffic signal would improve operations to LOS D (V/C 0.83) during the AM peak hour and LOS C (V/C 0.79) during the PM peak hour. To provide for LOS C operations during the AM peak hour, the northbound right-turn would have to be channelized. The east leg of the intersection contains two eastbound receiving lanes. Because the eastbound through movement is channelized into the no. 1 eastbound receiving lane, the northbound right-turn movement should be channelized into the no. 2 eastbound receiving lane to eliminate conflict between eastbound and northbound traffic flow. This can be facilitated by providing a channelization island and striping modifications on the south and east legs of the intersection. Some

right-of-way acquisition may be required on the southeast corner of the intersection to provide sufficient channelization of northbound traffic. With the installation of a traffic signal and channelization of northbound right-turn traffic, the intersection would operate at LOS A during the AM peak hour and LOS C during the PM peak hour.

City staff have identified the above improvements previously and have submitted documents to Caltrans in support of the proposed channelization of northbound traffic. The channelization concept is currently under review by Caltrans. It is anticipated that these improvements would be implemented before Development Scenario 2 is implemented at the project site. Because Development Scenario 2 is expected to be implemented more than five years from the time that the proposed project is approved, it would be subject to an updated traffic impact analysis that would take into consideration the traffic conditions and improvements of the time. Specific mitigation measures would be identified to address any significant impacts, if any.

Mitigation

The following mitigation measure from the Village at the Park Final EIR is applicable to the proposed development of the Hiji property:

5.5-9 Construction related trips on State highways shall be limited, where feasible, to off-peak commute periods.

The following mitigation measures are recommended to ensure that safe and adequate pedestrian and bicycle access is provided through the project site:

16-1 The new east-west collector along the south portion of the site (Imation Drive extension and the Westpark Court extension) shall be designed to accommodate both vehicular and bicycle traffic.

16-2 Pedestrian improvements shall include an internal pedestrian route through the FF Realty site and pedestrian access at the northwest corner of the Rexford property. To provide pedestrian access from the northeast portion of the FF Realty property to external pedestrian facilities, a pedestrian connection shall be provided between the FF Realty property and the Hiji property, or the Calleguas Gardens neighborhood.

Mitigation Monitoring

Mitigation measure 5.11.4-1 shall be verified by the Department of Public Works via review of project site plans.

Impact After Mitigation

Less than significant.

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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Applicable Dawson Drive Industrial Area Concepts and Design Guidelines and Mitigation Measures

The Dawson Drive Industrial Area Concepts and Design Guidelines identifies the water, wastewater, and storm drainage system of the Dawson Drive Industrial area. There are no mitigation measures related to utilities and service systems included in the Mitigated Negative Declaration for the Dawson Drive Industrial Area Concepts and Design Guidelines.

Applicable Village at the Park Specific Plan Standards, Guidelines, and Mitigation Measures

The Village at the Park Specific Plan identifies the water, wastewater, and storm drainage system for the site development plan. The following mitigation measures from the Village at the Park Final EIR are applicable to the proposed development of the Hiji property:

Solid Waste Disposal

- 5.11.7-1 Demolition debris and construction wastes shall be recycled to the extent feasible. The project developer shall facilitate recycling of materials in these wastes through coordination with Del Norte Regional Recycling and Transfer or other facility that separates and recycles agricultural and construction/demolition wastes.
- 5.11.7-2 All building construction specifications shall encourage developers to use recycled content building materials. The City of Camarillo has a standard planning condition that all development must contain a minimum of 5 percent recycled material.
- 5.11.7-3 Each development project within the project site shall meet the requirements of all applicable solid waste diversion, storage, and disposal regulations that are in effect at the time of application review, including locations and design of recycling areas on the site.

Explanation of Checklist Answers

17a Less Than Significant Impact. The Camarillo Sanitary District provides sewer service to the project area. Sewage from the project site vicinity is conveyed via sewer infrastructure to the Camarillo Wastewater Treatment Plant (CWTP). Wastewater at the CWTP is treated in accordance with the treatment requirements of the Los Angeles Regional Water Quality Control Board (RWQCB). The residential wastewater discharged into the Sanitary District's sewer lines and treated at the CWTP would not impede the CWTP from meeting RWQCB requirements. Therefore, the potential impact of the project on wastewater standards would be less than significant under Development Scenarios 1 and 2.

17b Less Than Significant With Mitigation. The proposed project site is located within the Calleguas Municipal Water District and is served by the Camarillo Water Division. The project developments would connect to a 16-inch water main located within Lewis Road and a 12-inch water main within Village at the Park Drive for potable water use within the proposed residential units. Water for exterior landscaping may be provided by recycled water via an extension of a new recycled water main through Village at the Park. No other off-site improvements in water infrastructure are needed to serve the proposed project under Development Scenarios 1 and 2.

The FF Realty and Rexford developments would connect to an existing sewer main located along the east side of Lewis Road and the Hiji development would connect to an 8-inch sewer water main within Village at the Park Drive. The existing sewer main located along Lewis Road is presently running at capacity and is unable to accommodate any increase in wastewater from the FF Realty and Rexford properties. Therefore, the addition of wastewater from the FF Realty and Rexford properties would result in a significant impact on existing wastewater facilities. The existing sewer line in Lewis Road would need to be upsized to 18 inches approximately 1,700 feet from the development connection to Pleasant Valley Road. This improvement is recommended

for the proposed project as mitigation measure 17-1. Implementation of this measure would ensure that the sewer lines in the vicinity would have adequate capacity to accommodate the wastewater generated by the proposed project and, therefore, reduce the potential impact of the project to a less than significant level.

- 17c Less Than Significant Impact.** As discussed in Section 9e of this Initial Study, the developments within the proposed project site would continue to drain towards the existing drains in the local vicinity. The runoff from the FF Realty and Rexford properties would be reduced to equal or less volumes than current conditions. The drainage system within Village at the Park has been designed to accommodate and treat the runoff throughout the Specific Plan area. The Hiji properties would be developed consistent with the existing Village at the Park permits and the Ventura County SQUIMP. Therefore, the impact of the proposed project on stormwater capacity would be less than significant under Development Scenarios 1 and 2.
- 17d Less Than Significant Impact.** State Water Code Sections 10910-10915 (as amended by Senate Bill 610 in 2001) require the preparation of water supply assessments to demonstrate that water is available to serve large new development projects. The water supply assessment (WSA) must be approved by the water agency that will supply the project and must either demonstrate that existing water supplies are available to serve the project and other future growth or identify the plans for acquiring additional water supplies. The proposed Village Gateway project is subject to the WSA requirements of State Water Code Sections 10910-10915 since it is a residential development having more than 500 dwelling units. However, the water supply for the uses within the Village at the Park area was estimated and entitled by the city when it approved the Village at the Park Specific Plan in 2001. As such, the water supply for the Hiji properties is already entitled by the City. Therefore, the WSA and this Initial study only evaluates the potable water supply demands of the residential uses proposed for the FF Realty and Rexford properties. The requested RPD 30U zoning designation would permit the development of up to 989 apartment units within these two properties.

The following discussion summarizes the information from the WSA. The WSA is provided in its entirety as Appendix I to this Initial Study.

The City of Camarillo is served by a total of eight water purveyors. The majority of the city, however, is served by the Camarillo Water Division, which operates within the City of Camarillo Department of Public Works, and the Camrosa Water District. The Camarillo Water Division supplies nearly 60 percent of the city with potable water while the Camrosa Water District supplies nearly 40 percent of the city. As stated above, the project site is located within the service area of the Camarillo Water Division and the site will be supplied with potable water via a 16-inch water main located within Lewis Road and a 12-inch water main within Village at the Park Drive. Since the project site is located within the Service area of the Camarillo Water Division, the

WSA addresses the ability of the Camarillo Water Division to provide the proposed project with adequate potable water supplies.

Camarillo Water Division Water Sources and Supplies

The Camarillo Water Division serves its customers a blend of groundwater and imported water. Historically, the blended water has consisted of approximately 42% groundwater and 58% imported water and has been necessary to manage the concentration of dissolved solids in the groundwater. The groundwater is obtained from the Fox Canyon Aquifer while the imported water is obtained from the Calleguas Municipal Water District (CMWD), which in turn receives its deliveries from the Metropolitan Water District of Southern California.

The City's overall municipal groundwater pumping entitlements is 4,505 acre-feet per year while the amount of imported water available to the City is capped at 5,300 acre-feet per year. This yields a total water supply of 9,805 acre-feet available to the City on an annual basis. This total does not include historic groundwater credits that the City continues to hold onto. The actual annual water demand for customers served by the City was 8,507.3 acre-feet at the end of 2012. This indicates that the City is providing about 1,298 acre-feet less than its available supplies. This excess amount will be added to the City's historic groundwater credits.

Groundwater supply allocations to the City will also increase as agricultural sites within the service area are converted to municipal uses. This will be the primary source of additional water supplies available to the City. In general, the City receives about two acre-feet per year of increased groundwater allocation for each acre that is converted from agricultural uses. The City expects to add 315.96 acre-feet per year to its supply allocation once the Springville Specific Plan area is developed and about 70 acre-feet per year when the Tentative Tract 5812, Springville LLC project site is developed.

Historic Project Site Water Demand

The FF Realty and Rexford properties were previously developed and operated as a 3M/Imation industrial facility from 1963 through 2008. The manufacturing facility at the FF Realty property was demolished in 2011. The industrial building at the Rexford property was not demolished along with the manufacturing building and has, instead, been refurbished and leased out to several tenants.

The amount of potable water supplied to the FF Realty and Rexford properties during the last 10 years is presented in Table 28. Each property owner is entitled to the maximum annual water consumption over this time period or to an amount based on an average demand rate for similar uses, which ever is greater. As shown, the FF Realty property is entitled to 76.70 acre-feet of potable water per year. The maximum potable water consumption for the Rexford property was

8.98 acre-feet in 2008, but data for the years prior to 2007, when the facility may have consumed more potable water is not available from the City. Using the City's water demand rate of 0.11 acre-feet per 1,000 square feet of industrial building space yields a water potable water allocation of 23.98 acre-feet per year.

TABLE 28 - HISTORIC WATER USE AT THE PROJECT SITE

Property	Acre-Feet Per Year									
	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011
FF Realty	55.86	56.22	64.33	69.79	76.70	75.60	66.80	19.12	12.94	6.27
Rexford	--	--	--	--	--	1.48	8.98	6.58	7.15	7.61

Source of table data: Cadence Environmental Consultants, May 2013.

Water Demand of the Proposed Project

The Avalon Bay residential project in Camarillo is a comparable development to the proposed project. The City's historic water records for the Avalon Bay development indicate that each multi-family unit utilizes about 0.11 acre-feet of potable water per year for indoor use. Using this water consumption rate, the 639 apartments at the FF Realty property would demand approximately 70.29 acre-feet per year of potable water. The 350 apartment units at the Rexford property would demand approximately 38.50 acre-feet per year of potable water. The potable water demand for the FF Realty component of the project is substantially less than the historic potable water use for this parcel. However, the potable water demand for the Rexford property is 14.52 acre-feet greater than the City's current allocation for the property.

Based on current City policy, the developer of the Rexford parcel would need to consider several options to obtain potable water for that component of the project. These include the following:

- The developer could reduce the number of residential units to a level that demands the same amount of potable water as the City's water allocation for the existing industrial building. This would equate to about 218 residential units.
- The City could purchase additional water to supply the additional residential units in this component, although it would be at a higher cost than the current level. The additional cost would need to be passed on to the customers of this parcel.
- The developer of the Rexford parcel could provide a water mitigation fee to the City that would be used to increase the amount of potable water available to City customers. The City calculates the fee at about \$500 per acre-foot of shortage for a period of 25 years. Based on the need for approximately 14.52 acre-feet of water per year and the cost of \$500 per acre-foot per year and a coverage period of 25 years, this equates to a total of approximately \$181,500.

Water Supply Availability

The predicted existing and future water demand and supplies for the City’s service area are shown in Table 29. The City is expected to receive additional historic extraction allocation created by the land use conversions from agricultural to municipal. The City is also initiating programs such as a desalination system to increase the amount of potable water available to its customers.

TABLE 29 - EXISTING AND FUTURE WATER SUPPLIES

	2010	2011	2012	2015	2020	2025	2030
Supply (acre-feet per year)							
Imported Received	4,549	5,058	5,457	5,300	5,300	5,300	5,300
Groundwater Pumped	4,035	3,915	4,005	4,200	4,447	4,696	4,846
Groundwater Credits Balance	15,072	16,238	16,538	16,761	17,041	17,388	17,498
Demand (acre-feet per year)							
Existing Customers	8,585	8,974	9,463	9,463	9,712	9,989	10,208
Proposed Project (FF Realty)	--	--	--	68	--	--	--
TT 5812, Springville LLC	--	--	--	123	--	--	--
Paseo Camino Real	--	--	--	58	59	--	--
Springville Specific Plan	--	--	--	--	218	219	--
Proposed Project (Rexford)	--	--	--	--	--	--	39
New Development	--	--	--	--	--	--	150

* All numbers for 2015, 2020, 2025, and 2030 are estimates.

Source of table data: Cadence Environmental Consultants, May 2013.

The overall project would generate a net increase in water demand of about 14 acre-feet per year from the City’s water supply allocation for the two parcels. As discussed previously, the City is currently providing about 1,298 acre-feet less than its available supplies and these supplies are based on reductions in water supplies due to multi-year drought conditions. Therefore, the City of Camarillo would have an assured water supply to serve the proposed project.

Impacts to Groundwater Supplies

The water that would be supplied by the City to the proposed project would likely be obtained by increasing the amount of groundwater withdrawn from the Fox Canyon Aquifer. As discussed previously, the City is currently providing about 260 acre-feet less than its available supplies and these supplies are based on reductions in water supplies due to multi-year drought conditions. Therefore, the City of Camarillo would not need to extract any groundwater supplies in

excess of its existing and expected future groundwater allocation and the water demand of the project would not be expected to adversely affect the groundwater supplies of the Fox Canyon Aquifer. Based on current City policy, the developer of the Rexford parcel would need to consider several options to obtain potable water for that component of the project.

Finding of Assured Water Supply for the Proposed Project

Based on the information presented above, a finding that there is an assured water supply for the proposed GPA 2012-1/CZ-315 FF Realty LLC project can be made. Based on the referenced analysis and assumptions, the City would have sufficient water supplies to meet demand through 2030. The future assumptions are based upon the water supplies that are available as a result of a multi-year drought condition. The existing and expected future water allocations provide a buffer in the event of further reductions in supplies in the future and the City has substantial groundwater credits which would be used in the case of prolonged drought conditions or natural disaster emergency conditions where imported water deliveries would be severely reduced over a long period of time. The City has also planned for several water supply projects, which would help to further ensure a reliable supply of water to its customers.

- 17e Less Than Significant With Mitigation.** As stated previously, the Camarillo Sanitary District provides sewer service to the project area. Sewage from the project site vicinity is conveyed via sewer infrastructure to the CWTP. The CWTP has a current capacity of 7.25 million gallons per day (mgd) and average flows are currently 3.8 mgd.³ In addition to the treatment plant, the district maintains nearly 158 miles of underground sewer lines and four pump stations.

Using the potable water demand rate of 0.11 acre-feet per year identified in the previous discussion for indoor use, the 722 units of Development Scenario 1 are expected to demand 79.42 acre feet of potable water per year. Assuming that all of this water is discharged into the local sewer system, Development Scenario 1 would generate approximately 70,902 gallons (0.071 mgd) of wastewater per day. Development Scenario 2 would generate approximately 105,272 gallons (0.105 mgd) of wastewater per day.

Based on the information presented above, the remaining capacity of the CWTP is approximately 3.45 mgd. As such, the CWTP has adequate capacity to treat the wastewater that would be generated by the proposed project. Therefore, the potential impact of the project on the CWTP would be less than significant under Development Scenarios 1 and 2.

The FF Realty and Rexford developments would connect to an existing sewer main located along the east side of Lewis Road and the Hiji development would connect to an 8-inch sewer water main within Village at the Park Drive. The existing sewer main located along Lewis Road is

³ Lucia M. McGovern, March 28, 2013.

presently running at capacity and is unable to accommodate any increase in wastewater from the FF Realty and Rexford properties. Therefore, the addition of wastewater from the FF Realty and Rexford properties would result in a significant impact on existing wastewater facilities. The existing sewer line in Lewis Road would need to be upsized to 18 inches approximately 1,700 feet from the development connection to Pleasant Valley Road. This improvement is recommended for the proposed project as mitigation measure 17-1. Implementation of this measure would ensure that the sewer lines in the vicinity would have adequate capacity to accommodate the wastewater generated by the proposed project and, therefore, reduce the potential impact of the project to a less than significant level.

17f-g Less Than Significant Impact. The City of Camarillo has an Exclusive Agreement with E.J. Harrison & Sons trash company for regular day-to-day refuse service. Refuse from the project would also be subject to this agreement as the project site is within the City of Camarillo. Trash from the City is taken to the following landfills and transfer stations:

- Calabasas Sanitary Landfill, 5300 Lost Hills Road, Calabasas, CA.
- Chiquita Canyon Sanitary Landfill, 29201 Henry Mayo Drive, Valencia, CA.
- Simi Valley Landfill & Recycling Center, 2801 Madera Road, Simi Valley, CA.
- Toland Road Landfill, 3500 North Toland Road, Santa Paula, CA.
- Gold Coast Recycling and Transfer Station, 5275 Colt Street, Ventura, CA.

The existing capacities of these landfills are shown in Table 30. As shown, the four landfills have approximately 6,497 tons of remaining capacity per day.

TABLE 30 - EXISTING LANDFILL CAPACITY AND INTAKE

Landfill Facility	Estimated Closure Date	Intake in Tons Per Day		
		Permitted Daily Intake	Average Daily Intake	Remaining Permitted Daily Intake
Calabasas Sanitary Landfill	2025	3,500	1,489	2,011
Chiquita Canyon Sanitary Landfill	2019	6,000	2,645	3,355
Simi Valley Landfill & Recycling Center	2034	3,000	2,294	706
Toland Road Landfill	2027	1,500	1,075	425
Totals		14,000	7,503	6,497

Source of table data: California Department of Resources Recycling & Recovery (CalRecycle), March 2013.

All solid-waste-generating activities within the City of Camarillo is subject to the requirements set forth in California Assembly Bill (AB) 939, which requires each city and county to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. As of January 2011, the City of Camarillo is diverting approximately 76% of its total solid waste from landfills.⁴

Using a generation rate of 0.46 tons per year of solid waste per multi-family residential unit, Development Scenario 1 would generate 332.12 tons per year of solid waste. This equates to about 0.91 ton per day. Development Scenario 2 would generate 497.72 tons per year of solid waste, which equates to about 1.36 tons per day. Based on the information in Table 30, the landfills serving the City of Camarillo have adequate capacity to accommodate the total solid waste generation of the project.

Much of the solid waste that would be generated by the project is expected to be recyclable materials. The materials would be diverted from landfills as part of the City's existing solid waste diversion program. Therefore, the actual amount of solid waste actually disposed of in landfills is expected to be substantially less than the 0.91 and 1.36 tons per day identified above.

Based on this information, the impacts of the proposed project on solid waste disposal is expected to be less than significant under Development Scenarios 1 and 2.

Cumulative Impacts

Cumulative development of other projects throughout Camarillo would increase the demand for utilities and service systems. Based on the analyses provided above, the CWTP has the capacity to accommodate substantial growth within Camarillo and could do so while complying with RWQCB standards. Table 29 shows that the Camarillo Water Division would have adequate water supplies to support growth over the next few decades. The landfills serving the City of Camarillo also have adequate capacity to accommodate the solid waste generation of development throughout Camarillo. Therefore, the cumulative impacts of growth throughout Camarillo are expected to be less than significant.

Mitigation

The following mitigation measures from the Village at the Park Final EIR are applicable to the proposed development of the Hiji property:

5.11.7-1 Demolition debris and construction wastes shall be recycled to the extent feasible. The project developer shall facilitate recycling of materials in these wastes through coordination with Del Norte Regional Recycling and Transfer or other facility that separates and recycles agricultural and construction/demolition wastes.

⁴ Roger Pichardo, April 22, 2013.

5.11.7-2 All building construction specifications shall encourage developers to use recycled content building materials. The City of Camarillo has a standard planning condition that all development must contain a minimum of 5 percent recycled material.

5.11.7-3 Each development project within the project site shall meet the requirements of all applicable solid waste diversion, storage, and disposal regulations that are in effect at the time of application review, including locations and design of recycling areas on the site.

The following mitigation measure is recommended to ensure that the increase in wastewater from the FF Realty and Rexford properties can be accommodated by the sewer lines serving the project vicinity:

17-1 The developer of the FF Realty property shall install a new 18-inch sewer line in Lewis Road. The new sewer line shall extend approximately 1,700 feet from the development connection to Pleasant Valley Road. Installation of the new sewer line shall comply with all applicable City requirements for the construction of new sewer lines.

Mitigation Monitoring

Mitigation measure 5.11.7-1 shall be verified by the Department of Public Works via a recorded covenant. Mitigation measures 5.11.7-2 and 5.11.7-3 shall be verified by the Department of Community Development via field inspections. Mitigation measure 17-1 shall be verified by the Department of Public Works via review of construction plans for the FF Realty development and via field inspections.

Impact After Mitigation

Less than significant.

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"/>

Explanation of Checklist Answers

18a Less Than Significant with Mitigation. The proposed project site is located in an urban area that has been modified by agricultural and industrial use. The project site does not include any habitat that would support sensitive plant or animal species. However, several ornamental/landscaping trees are located within the FF Realty and Rexford parcels, many of which would be removed and replaced as part of the project. All nesting birds are protected under the Federal Migratory Bird Treaty Act ("MBTA") (*Title 33, United States Code, Section 703 et seq., see also Title 50, Code of Federal Regulation, Part 10*) and Section 3503 of the California Department of Fish and Game ("CDFG") Code. Thus, to ensure that no significant impacts to nesting birds would occur as a result of project implementation, mitigation measure 4-1 is required. With implementation of this measure, potential impacts related to sensitive species would be less than significant under Development Scenarios 1 and 2.

No significant historic resources would be affected by the proposed project. There are no known prehistoric archeological resources at the project site and it is likely that any surface archeological and remains that might have once occurred at the project site would have long since been eliminated by past industrial and agricultural activities. The project site and the City of Camarillo in general are not located in an area that is conducive to the identification of paleontological

resources. However, there is a remote possibility that archeological and/or paleontological resources exist below the ground surface, and that these resources could be encountered during site preparation. Mitigation measure 5-1 and 5-2 would ensure that any impacts to previously undiscovered archaeological and paleontological resources would be reduced to a less than significant level.

18b Less Than Significant impact. Although there are other past, current, and probable future projects in Camarillo, the analyses provided throughout this Initial Study demonstrate that the project's contribution to any cumulative impacts would not be considerable.

18c Less Than Significant impact. As noted throughout the analyses above, the proposed project under Development Scenarios 1 and 2 would not result in any significant impacts after the implementation of the mitigation measures identified herein. Therefore, the proposed project would not result in substantial adverse effects on human beings.