

INITIAL STUDY
FOR THE
CAMINO RUIZ
APARTMENT COMMUNITY

Prepared for:

City of Camarillo
601 Carmen Drive
Camarillo, CA 93010

Prepared by:

Cadence Environmental Consultants
Camarillo, CA 93010



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Appendix E - Preliminary Drainage Letter

Appendix F - Noise Analysis Calculation Data

Appendix G - Revised Traffic and Circulation Study

INTRODUCTION

INTRODUCTION

The subject of this Initial Study is the requested approvals to develop a 14-acre property with 386 apartment units in 17 separate buildings. The City of Camarillo is the lead agency under the California Environmental Quality Act (CEQA) for the proposed project.

Project Information

Project Title: Camino Ruiz Apartment Community

Project Location: Southeastern corner of Verdugo Way and Camino Ruiz, Camarillo, California

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

Contact Person: Michelle Glueckert D'Anna, 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, the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines) as revised through January 1, 2018, and the City of Camarillo Environmental Guidelines. 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.

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 lead agency can determine that an EIR clearly will be required for a 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 significant 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, that are capable of reducing or eliminating one or more significant impacts of the project.

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 applicant, 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 2018 CEQA Guidelines Appendix G Initial Study Checklist.

DOCUMENTS INCORPORATED BY REFERENCE

The *City of Camarillo General Plan*, as amended through January 2018, is applicable to development of the proposed project site and is hereby incorporated by reference. It is 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.

And online at https://www.cityofcamarillo.org/departments/community_development/general_plan_test/index.php

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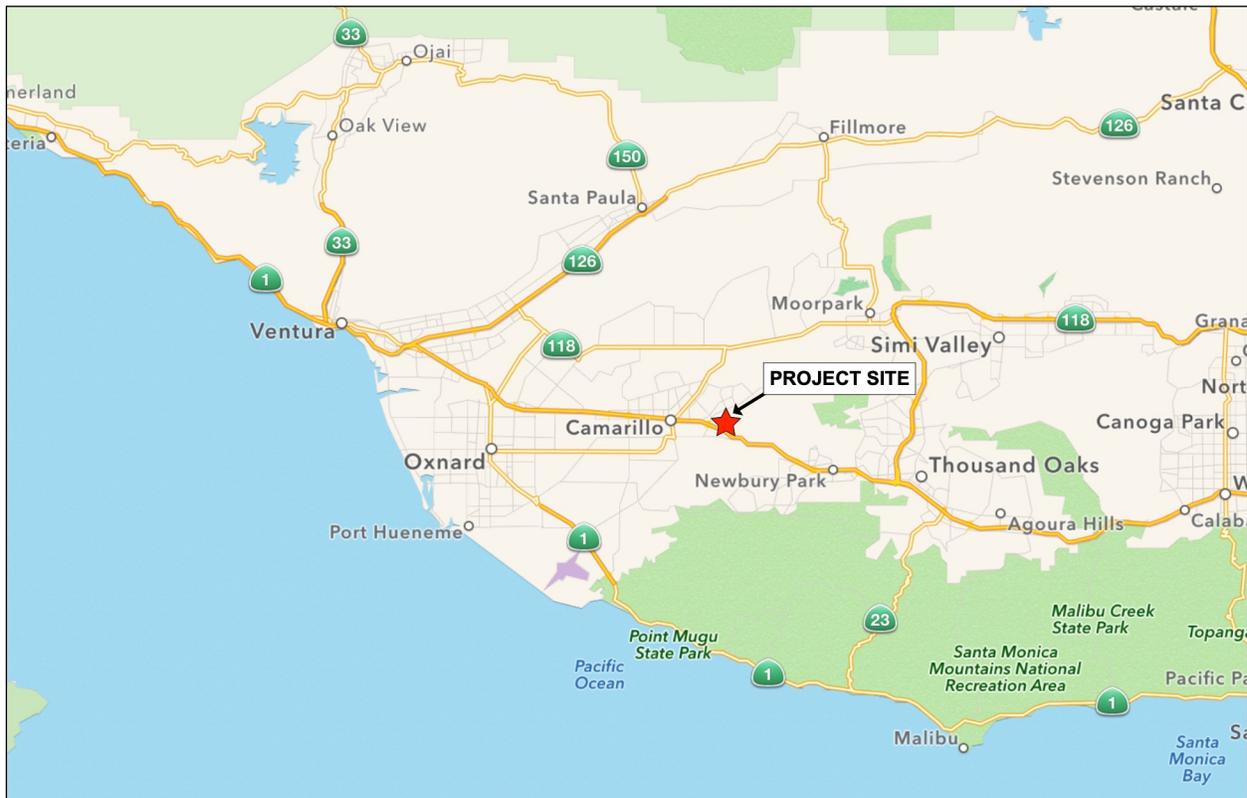
PROJECT DESCRIPTION

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 (Ventura) are located to the west.

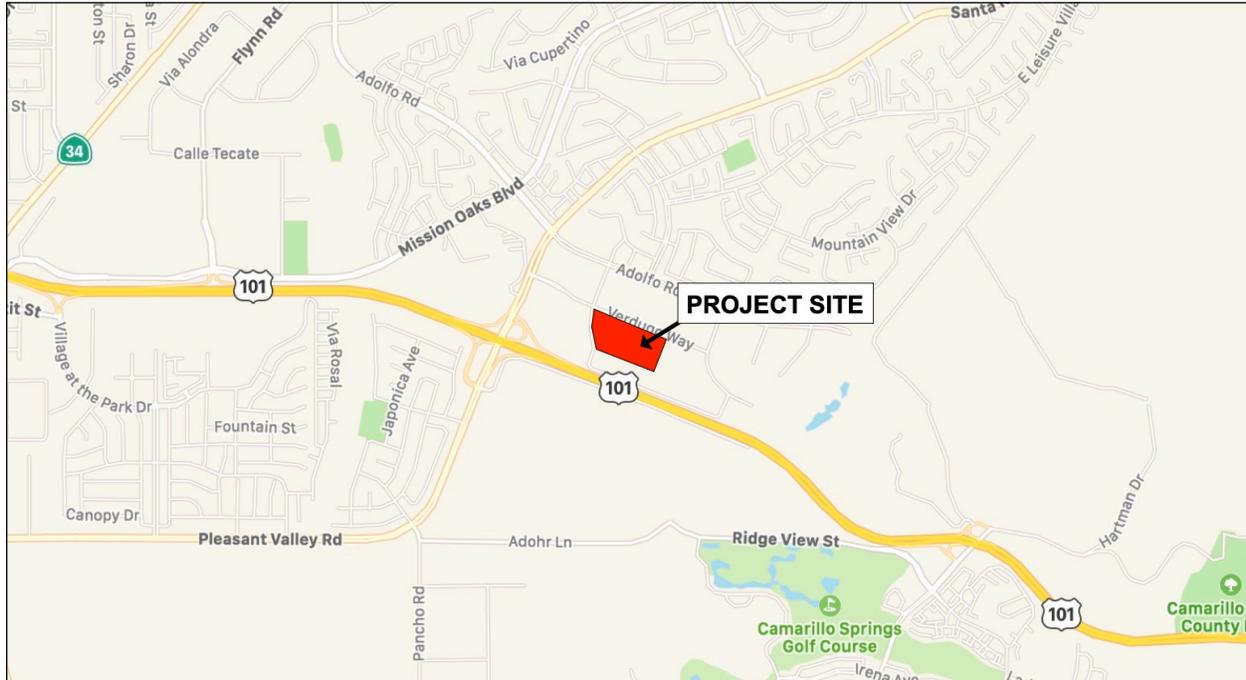
FIGURE 1 - REGIONAL LOCATION MAP



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 located at the southeastern corner of Verdugo Way and Camino Ruiz as illustrated in Figure 2. This area is part of the Mission Oaks Business Park.

FIGURE 2 - LOCAL VICINITY MAP



Description of the Project Site and Existing Land Uses

The proposed project site consists of approximately 14 acres of land that had previously been developed with an office building, a light industrial building, and associated surface parking lot and ornamental landscaping. The site was previously used for the cultivation of row crops beginning sometime prior to 1938. The office and light industrial buildings were then constructed beginning in 1982, but were unoccupied for the past several years. They are being demolished under a separate approval from the City of Camarillo. The site is part of a larger 20-acre area that was identified as the Mission Oaks Technology Center and included the two two-story office buildings located to the immediate south. Vehicular access to the site has been provided by two driveways along Verdugo Way, two driveways along Camino Ruiz (including a shared driveway with the office buildings to the south), and from the parking areas of the office buildings to the south. Landscape areas with large trees are located along the northern and western perimeters of the site and several trees are located within the previous parking area of the site.

Applicable Land Use Plans

The current City of General Plan land use designation for the site is industrial and the underlying zoning is LM (Limited Manufacturing). The site is also located within the Heritage Zone as designated by the Community Design Element of the General Plan.

Surrounding Land Uses

The land uses surrounding the project site are illustrated in Figure 3. The site is bordered on the north by Verdugo Way, on the south by the two office buildings, on the east by two occupied light industrial/office buildings, and on the west by Camino Ruiz. The properties to the north of Verdugo Way are developed with light industrial and office buildings, including the office of the Ventura County Superintendent of Schools. The property to the west of Camino Ruiz is currently being developed with the Teso Robles townhomes residential project. The two office buildings to the south are both unoccupied. The Ventura Freeway is approximately 300 feet to the south of the project site.

FIGURE 3 - SURROUNDING LAND USES



PROJECT CHARACTERISTICS

Development Concept

The project applicant is requesting approval from the City of Camarillo to develop the site with 386 apartment units in 17 buildings as illustrated in the proposed site plan (Figure 4). The development would consist of approximately 97 studio units, 153 one-bedroom units, and 136 two-bedroom units. In general, the buildings would be three stories in height and designed to be consistent with the Heritage Zone in what would be a modern interpretation of the Monterey and/or Mediterranean style architecture.

FIGURE 4 - PROPOSED SITE PLAN



The landscape areas along the northern and western perimeters of the site would be preserved, but a meandering sidewalk would be installed within each of these areas and the northern corner would be developed into an active use corner plaza park area. The public-accessible plaza park would be approximately 20,000 square feet. The mature trees along Verdugo Way and Camino Ruiz will remain

with only a few trees removed for health reasons or to accommodate a new driveway along Verdugo Way and the expanded corner plaza area. New trees would also be planted throughout the interior of the project site.

Site Access

Direct vehicular access to the site would continue to be provided by two driveways along Verdugo Way although one of these would be relocated towards the east from its current location. Secondary access would be provided from the shared driveway with the office buildings to the south. Additional access would also continue to be provided from the parking areas of the office buildings to the south.

Pedestrian access would be available at each of the vehicular access points to the project site and a series of meandering sidewalks within the landscaped areas along the northern and western perimeters of the site.

Parking

Parking would be provided within enclosed garages, covered spaces, apron areas, and open parking areas. These are illustrated in the proposed site plan (Figure 4). One parking space is required for each studio unit, 1.5 spaces for each one-bedroom unit, two spaces for each two-bedroom unit, and 0.4 guest space for every residential unit. Based on the proposed mix of units, a total of 754 spaces are required while 781 spaces are proposed for the project.

Utilities and Infrastructure

The proposed project site is located within the service area of the Camrosa Water District. The project development would connect to a 12-inch water main located within Verdugo Way and a 10-inch main located within Camino Ruiz for potable water use.

Wastewater from the project development would be also treated by the Camrosa Water District, which operates and maintains the Camrosa Wastewater Reclamation Facility located near Cal State Channel Islands. The project development would connect to a XX-inch sewer main located within Verdugo Way and/or an eight-inch sewer main located within Camino Ruiz.

The project site is presently divided into three stormwater drainage sub-areas with the water flowing to existing drains within Verdugo Way and Camino Ruiz. The proposed project would maintain these three drainage sub-areas and water would continue to flow towards the same existing drains; no additional connections to the existing storm drain facilities are proposed. Stormwater runoff would be treated to meet current MS-4 Permit requirements using a combination of INF-7 Biofiltration and a continuous deflective separator (CDS) unit.

Electrical power to the project site would be provided by Southern California Edison via the existing underground infrastructure located within Camino Ruiz. Natural Gas would be provided to the project site by the Southern California Gas Company via an existing six-inch gas line located within Verdugo Way.

Construction Activities

Construction of the proposed project is expected to be initiated in late 2019 and occur over a period of approximately 24 months. Grading of the site would be balanced and no import or export of soil is anticipated.

DISCRETIONARY ACTIONS AND APPROVALS

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

- **General Plan Amendment (GPA) 2017-1:** The project applicant is requesting approval of GPA 2017-1 to change the land use designation of the project site from Industrial to High-Density Residential.
- **Change of Zone CZ-XXX:** The project applicant is requesting approval of CZ-XXX to change the zoning designation of the project site from LM to RPD-30 (Residential Planned Development - 18 to 30 units per acre).
- **Residential Planned Development RPD-201:** The project applicant is requesting approval of RPD-201 to permit high density residential development totaling a maximum of 386 units at the project site.

Development Allotment Applications 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 permits, encroachment permits, and on- and off-site infrastructure improvements by the Camarillo Public Works Department and Community Development 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.

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

- Review and approval by the Camrosa Water District of water master plan related to water supply availability for the project.

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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 checked="" type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Tribal Cultural Resources | <input type="checkbox"/> Utilities and Service Systems |
| <input checked="" 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 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.

<hr/>	<hr/>
Signature of Lead Agency Representative	Date
 Michelle Glueckert D’Anna, Senior Planner	 City of Camarillo Dept. of Community Development
<hr/>	<hr/>
Printed Name	Agency

EVALUATION OF ENVIRONMENTAL IMPACTS

INTRODUCTION

This section of the Initial Study contains an evaluation and discussion of impacts associated with each environmental issue and subject area identified in the 2018 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 2018 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
<i>Would the project:</i>				
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"/>

Explanation of Checklist Answers

1a Less Than Significant Impact. Development of the project would replace the existing flat, previously developed land with new residential buildings three stories in height. New trees would also be planted throughout the project site that could obtain substantial height. Views of the project site would be very similar to the recently constructed residential uses to the west of the site. Short-range views looking north across the project site from U.S. Highway 101 would largely continue to be screened by the existing office buildings to the south of the site. The segments of U.S. Highway 101 in Camarillo are designated as a Scenic Corridor in the City of Camarillo Community Design Element 2012. However, views of the office park uses to the north are not considered scenic vistas. Views further to the north are dominated by the the Camarillo Hills which are developed with residential uses. Long-range views of the Santa Monica Mountains to the southeast and east are generally available due to their elevation; however the flat topography of the site and intervening buildings to the south and east may prevent these views from some portions of the project site. Consequently, no other scenic vistas currently exist in the areas around the project site, and construction of the project would not block any scenic vistas. Therefore, the impacts of the project would be less than significant.

1b No Impact. U.S. Highway 101 in Ventura County is identified by the California Department of Transportation as being an eligible state scenic highway, but has not been officially designated as

a state scenic highway. Therefore, implementation of the proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

- 1c Less Than Significant Impact.** The proposed project site consists of approximately 14 acres of land of land that had previously been developed with an office building, a light industrial building, and associated surface parking lot and ornamental landscaping. The office and light industrial buildings were then constructed beginning in 1982, but were unoccupied for the past several years and they are being demolished under a separate approval from the City of Camarillo. Landscape areas with large trees are located along the northern and western perimeters of the site and several trees are located within the previous parking area of the site.

The project site is located within the City's Heritage Zone which requires developments to have particular design themes, such as Mission, Monterey, Early California, Spanish, and Mediterranean styles or modern interpretations of these styles. The residential buildings have been designed in accordance with these design themes and would not result in a visual degradation of the project site. The mature trees along Verdugo Way and Camino Ruiz will remain with only a few trees removed for health reasons or to accommodate the new driveway along Verdugo Way and the expanded corner plaza area. Therefore, the potential impacts associated with changes to the visual character or quality of the site and its surroundings would be less than significant.

- 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 into the eyes of motorists driving along Verdugo Way and Camino Ruiz, or towards the existing residences to the west of Camino Ruiz. Therefore, to ensure that no significant impacts associated with temporary construction lighting would occur as a result of project implementation, mitigation measure A-1 is required. With implementation of this measure, potential impacts related to construction-related lighting would be less than significant.

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 within the surrounding residential and business park areas. 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 Base Ventura County.

Sources of glare that typically cause daytime glare include exterior building materials such as glass walls and highly reflective façade materials and finishes. These types of materials are typically utilized for office building projects and are not proposed to be utilized for the proposed residential buildings.

Based on this information, potential operational impacts related to light and glare would be less than significant.

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 Mission Oaks Business Park area would result in an intensification of land uses in the City of Camarillo. However, the project site was previously developed with an office building, a light industrial building, and associated surface parking lot and ornamental landscaping. 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 recommended:

- A-1 To avoid potential significant impacts to adjacent roadways and nearby residences, the project developer must include in contract specifications that temporary construction lighting must be shielded from the adjacent roadways. This must include permanent and temporary lighting provided within the new residential buildings.

Mitigation Monitoring

The project developer shall provide evidence that the lighting controls required by mitigation measure A-1 are included in the contract specifications for each building constructed within the project site.

Implementation of this measure may be verified through construction plan inspections by the City of Camarillo Departments of Community Development and Building and Safety.

Impact After Mitigation

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

2. AGRICULTURE AND FORESTRY RESOURCES

Potentially Significant Impact Less Than Significant With Mitigation Less Than Significant Impact No Impact

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest protocols adopted by the California Air Resources Board.

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"/>

Explanation of Checklist Answers

- 2a** **No Impact.** The Ventura County Important Farmland 2016 map designates the entire project site as Urban and Built-up Land. Therefore, the proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. No impacts would occur.
- 2b** **No Impact.** The current zoning designation for the project site is LM (Limited Manufacturing). The site had previously been developed with an office building, a light industrial building, and associated surface parking lot and ornamental landscaping beginning in 1982 and the property is not subject to an existing Williamson Act Contract. Therefore, no impacts associated with agricultural zoning or Williamson Act conflicts would occur.
- 2c-d** **No Impact.** As discussed above, the current zoning designation for the project site is LM. Also, there are no forest resources located at, or in the vicinity of, the project site. Therefore, no impacts to forest land would occur.
- 2e** **No Impact.** There are no agricultural or forest lands in the vicinity of the project site that would be affected by development at the project site. No impact would occur.

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
--------------------------------	---------------------------------------	------------------------------	-----------

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

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

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 on February 14, 2017. This AQMP, referred to as the 2016 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 2016 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 about two 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 2016 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.

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 AQ-1 and AQ-2 are recommended to reduce the potential emissions associated with construction activities to the maximum extent feasible. Mitigation measure AQ-1 includes appropriate dust control measures recommended by the VCAPCD. The California Emissions Estimator Model (CalEEMod) assumes that these types of measures would reduce by at least 61 percent the amount of fugitive dust generated by excavation and construction activities. Mitigation measure AQ-2 would reduce the emissions generated by heavy-duty diesel-powered construction equipment operating at the project site. Therefore, construction-related air quality impacts would be reduced 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 CalEEMod (v. 2016.3.2) as recommended by the VCAPCD and the conservative assumption that the project would be completed and fully operational by 2023 (development in years later than 2023 may result in lower emissions). The results of these calculations are presented in Table 1. As shown, the proposed project would generate average daily operational emissions that do not exceed the thresholds of significance recommended by the VCAPCD. This would be a less than significant impact.

- 3c Less Than Significant Impact.** 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 would generate average daily operational emissions that do not exceed the thresholds of significance recommended by the VCAPCD. As such, the project would not generate a cumulatively considerable net increase of criteria pollutants. This would be a less than significant cumulative impact.

TABLE 1 - ESTIMATED DAILY OPERATIONAL EMISSIONS

Emissions Source	Emissions in Pounds Per Day					
	ROC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	10.3	0.4	31.9	<0.1	0.2	0.2
Energy Sources	0.1	1.0	0.4	<0.1	0.1	0.1
Mobile Sources	3.1	10.4	37.4	0.1	13.6	3.7
Total Emissions	13.5	11.8	69.7	0.1	13.9	4.0
APCD Thresholds	25.0	25.0	NT	NT	NT	NT
Significant Impact?	No	No	No	No	No	No

NT = No threshold of significance.

CalEEMod result sheets are provided in Appendix A.

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) D or better in the future with the traffic generated by other development projects in the area and the proposed project. LOS D would only occur at the Camino Ruiz/Verdugo Way intersection during the AM and PM peak traffic hours. 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-

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

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. The Camino Ruiz/Verdugo Way intersection is projected operate at LOS E during the AM peak hour and LOS C during the PM peak hour. 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 pollutant concentrations and the potential impact would be less than significant.

- 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 uses involve no elements related to industrial projects, no objectionable odors are anticipated to be generated by the proposed project.

Mitigation

Construction-Related Impacts

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

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

- Minimize the area disturbed on a daily basis by clearing, grading, earthmoving, and/or excavation operations.
- Pre-grading/excavation activities must include watering the area to be graded or excavated before the commencement of grading or excavation operations. Application of water should penetrate sufficiently to minimize fugitive dust during these activities.
- All trucks must be required to cover their loads as required by California Vehicle Code §23114.

- All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, must be treated to prevent fugitive dust. Treatment must include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering must be done as often as necessary.
- Material stockpiles must be enclosed, covered, stabilized, or otherwise treated, to prevent blowing fugitive dust offsite.
- Graded and/or excavated inactive areas of the construction site must be monitored by a City-designated monitor at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe control materials, must be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.
- Signs must be posted on-site limiting on-site traffic to 15 miles per hour or less.
- During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations must be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor must use his/her discretion in conjunction with the VCAPCD in determining when winds are excessive.
- Adjacent streets and roads must be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
- Personnel involved in grading operations, including contractors and subcontractors should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.

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

- Maintain all construction equipment in good condition and in proper tune in accordance with manufacturer's specifications.

- Limit truck and equipment idling time to five minutes or less.
- Minimize the number of vehicles and equipment operating at the same time during the smog season (May through October).
- Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, to the extent feasible.

Mitigation 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.

Impact After Mitigation

Less than significant impacts to construction-related and operational air quality would occur with the implementation of mitigation measures AQ-1 and AQ-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"/>

Explanation of Checklist Answers

4a Less Than Significant With Mitigation. The proposed project site had previously been developed with an office building, a light industrial building, and associated surface parking lot and ornamental landscaping beginning in 1982. The site is bordered on the north by Verdugo Way, on the south by the two office buildings, on the east by two occupied light industrial/office buildings, and on the west by Camino Ruiz. The properties to the north of Verdugo Way are

developed with light industrial and office buildings, including the office of the Ventura County Superintendent of Schools. The property to the west of Camino Ruiz is currently being developed with the Teso Robles townhomes residential project. The site does not include any habitat that would support sensitive plant or animal species. However, several large ornamental trees are located along the northern and western perimeters of the site and the previous parking area of the site. The trees within the previous parking area would be removed and replaced as part of the project as would a few of the trees along Verdugo Way and Camino Ruiz (for health reasons or to accommodate a new driveway along Verdugo Way and the expanded corner plaza area). The adjacent light industrial and office properties also have large ornamental trees along their perimeters near the project site. 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 BR-1 is required. With implementation of this measure, potential impacts related to sensitive species would be less than significant.

- 4b-c** **No Impact.** 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.
- 4d** **No Impact.** The site is bordered on the north by Verdugo Way, on the south by the two office buildings, on the east by two occupied light industrial/office buildings, and on the west by Camino Ruiz. The properties to the north of Verdugo Way are developed with light industrial and office buildings, including the office of the Ventura County Superintendent of Schools. The property to the west of Camino Ruiz is currently being developed with the Teso Robles townhomes residential project. 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.
- 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 existing ornamental trees located at the project site 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.
- 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 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 recommended:

BR-1 To avoid potential significant impacts to nesting birds, including migratory birds and raptors, one of the following must be implemented by the developer of the proposed project:

- 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 with results of the survey provided to the Department of Community Development. A qualified wildlife biologist must 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 must 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 must be maintained during construction depending on the species and location. A copy of the buffer plan must be provided to the Department of Community Development prior to fencing. The perimeter of the nest-setback zone must 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 must be submitted to the Department of Community Development prior to the issuance of a grading permit. The qualified biologist must 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 developer of the proposed project 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 prior to the issuance of a grading permit.

Impact After Mitigation

A less than significant impact to sensitive species would occur with the implementation of mitigation measure BR-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"/>

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 proposed project site consists of approximately 14 acres of land that had previously been developed with an office building, a light industrial building, and associated surface parking lot and ornamental landscaping. The previous buildings were constructed beginning in 1982, but were unoccupied for the past several years. They are being demolished under a separate approval from the City of Camarillo. The site does not include any buildings, equipment, or resources that would be considered to be historical resources. Therefore, no impacts to historic resources would occur.

- 5b Less Than Significant With Mitigation.** The proposed project site consists of approximately 14 acres of land that had previously been developed with an office building, a light industrial building, and associated surface parking lot and ornamental landscaping. The previous buildings were constructed beginning in 1982, but were unoccupied for the past several years. They are being demolished under a separate approval from the City of Camarillo. 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 development activities. As such, no impacts to known archaeological resources would occur with the proposed project. However, there is a remote possibility that archeological resources exist below the ground surface, and that these resources could be encountered during site preparation and excavation. While no further evaluation of this issue is recommended, implementation of mitigation measure CR-1 would ensure that any impacts to previously undiscovered archaeological resources would be reduced to a less than significant level.
- 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 as a result of project construction activities. However, there is a very remote possibility that paleontological resources may exist below the ground surface, and that these resources could be encountered during site grading and trenching. While no further evaluation of this issue is recommended, implementation of mitigation measure CR-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 proposed project site consists of approximately 14 acres of land that had previously been developed with an office building, a light industrial building, and associated surface parking lot and ornamental landscaping. The previous buildings were constructed beginning in 1982, but were unoccupied for the past several years. They are being demolished under a separate approval from the City of Camarillo. The site 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 at the project site, the proposed project would have no impact on known human remains. In the unlikely event that suspected human remains are uncovered during grading and trenching activities, all activities in the vicinity of the remains must cease and the contractor must 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 recommended:

CR-1 The project developer must 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 must 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 must 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 must 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, must be prepared upon completion of the steps outlined above. The report must 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.

- CR-2 The project developer must 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 must be secured by contacting the Center for Public Paleontology, which can be found at the following universities; USC, UCLA, California State University at Los Angeles, or California State University at Long Beach, to assess the resources and evaluate the impact. Copies of the paleontological survey, study, or report must be submitted to the Department of Community Development.

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 CR-1 and CR-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 checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist Answers

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

- *City of Camarillo Safety Element 2013*, prepared by RBF Consulting, Adopted May 8, 2013.
- *Geology and Soils Input, Environmental Impact Report, 5153 Camino Ruiz, APN 160-0-093-195, RPD -201, City of Camarillo, California*, prepared by Geolabs-Westlake Village, August 27, 2018.

The Geology and Soils Input report is provided as Appendix B to this Initial Study. The *City of Camarillo Safety Element 2013* is available for review at the public counter of the City of Camarillo Department of Community Development or online at the City of Camarillo website.

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 Adolfo 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 nearest fault fault-rupture zone to the project site is associated with the Simi-Santa Rosa Fault, which is approximately 900 feet to the northwest. As such, rupture of the Simi-Santa Rosa Fault would not occur within the boundaries of the proposed project site. Therefore, development of the proposed project would not 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 Simi-Santa Rosa 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 Safety Element 2013*, 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 Less Than Significant 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 *City of Camarillo Safety Element 2013*, the proposed project site and surrounding properties are located within an area of the City deemed to have a potential for liquefaction. The recommendations for the soils at the project site will be specified in the soils report that is required to be submitted at the time of review of the project grading plan. Implementation of the soils report recommendations as required by the City would reduce the potential impact of the project to a less than significant level.
- 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 covered 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 Less Than Significant Impact.** As discussed above, the proposed project site and surrounding properties are located within an area of the City deemed to have a potential for liquefaction. The existing development surrounding the project site demonstrates that new buildings can be constructed in this area of the City provided that the soils are properly prepared during grading.

The recommendations for the soils at the project site will be specified in the soils report that is required to be submitted at the time of review of the project grading plan. Implementation of the soils report recommendations as required by the City would reduce the potential impact of the project to a less than significant level.

6d Less Than Significant Impact. Swelling clay soils can cause distress to construction - generally as uplift. Expansive soils may be located at the project site. The recommendations for the preparation of soils at the project site will be specified in the soils report that is required to be submitted at the time of review of the project grading plan. Implementation of the soils report recommendations as required by the City would reduce the potential impact of the project 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 Camrosa Water District. 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 soils preparation measures. Furthermore, the analysis of the proposed project's geology and soils impacts concluded that project impacts would be less than significant with implementation of the soils report recommendations as required by the City. Therefore, the proposed project would not contribute to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.

Mitigation

None required.

Mitigation Monitoring

None required.

Impact After Mitigation

Not applicable.

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"/>

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).

In 2005, in recognition of California’s vulnerability to the effects of climate change, Governor Schwarzenegger established Executive Order S-3-05 on June 1, 2005, which calls for a reduction in GHG emissions to 1990 levels by 2020 and for an 80 percent reduction in GHG emissions below 1990 levels by 2050 in California. The Secretary of the California Environmental protection Agency (CalEPA) was

charged with coordination of efforts to meet these targets and formed the Climate Action Team (CAT) to implement the Order.

In March 2006, the CAT published the Climate Action Team Report to Governor Schwarzenegger and the Legislature (the 2006 CAT Report). The 2006 CAT Report identifies a recommended list of strategies that the State could pursue to reduce climate change GHG emissions. These are strategies that could be implemented by various State agencies to ensure that the Governor's targets are met and can be met with existing authority of the State agencies.

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the California Air Resources Board (ARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. As a central requirement of AB 32, the ARB was assigned the task of developing a Scoping Plan that outlines the State's strategy to achieve the 2020 GHG emissions limit. This Scoping Plan, which was developed by the ARB in coordination with the CAT, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the State's dependence on oil, diversify the State's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and-trade program covering 85 percent of the State's emissions. Additional key recommendations of the Scoping Plan include strategies to enhance and expand proven cost-saving energy efficiency programs; implementation of California's clean cars standards; increases in the amount of clean and renewable energy used to power the State; and implementation of a low-carbon fuel standard that will make the fuels used in the State cleaner. Furthermore, the Scoping Plan also proposed full deployment of the California Solar Initiative, high-speed rail, water-related energy efficiency measures, and a range of regulations to reduce emissions from trucks and from ships docked in California ports. The Scoping Plan was approved by the ARB on December 11, 2008. According to The 2017 Climate Change Scoping Plan Update, California has made progress toward achieving the 2020 statewide target while also reducing criteria pollutants and toxic air contaminants, and supporting economic growth.²

In April 2015, Governor Brown signed Executive Order B-30-15 which establishes a new interim target to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030. This interim target is established to ensure that the state meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. Five key goals for reducing GHG emissions through 2030 include: increasing renewable electricity to 50 percent; 2) doubling the energy efficiency savings achieved in existing buildings and making heating fuels cleaner; 3) reducing petroleum use in cars and trucks by up to 50 percent; 4) reducing emissions of short-lived climate pollutants; and 5) managing farms, rangelands, forests and wetlands to increasingly store carbon. Executive Order B-30-15 also called on the ARB to update the AB

² California Air Resources Board, 2017.

32 Climate Change Scoping Plan to incorporate the 2030 target. The new interim standard was adopted under Senate Bill 32 (SB) 32 and the ARB requirements were adopted under AB 197 in the Summer of 2016.

According to The 2017 Climate Change Scoping Plan Update, the major source of GHGs in California is transportation, contributing approximately 37 percent of the state's total GHG emissions.³ Industrial sources are the second largest generator, contributing approximately 24 percent of the state's GHG emissions. Residential and commercial sources contribute only about six and five percent of the state's GHG emissions, respectively. These are less than the eight percent generated by agriculture.

7a Less Than Significant Impact. There are several unique challenges to analyzing greenhouse gas emissions and climate change under CEQA, largely because of climate change's "global" nature. Typical CEQA analyses address local actions that have local – or, at most, regional – impacts, whereas climate change presents the considerable challenge of analyzing the relationship between local activities and the resulting potential, if any, for global environmental impacts. Most environmental analyses examine the "project-specific" impacts that a particular project is likely to generate. With regard to global warming, however, it is generally accepted that while the magnitude of global warming effects may be substantial, the GHG emissions from a single general development project would have no noticeable effect on global climate.

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

³ California Air Resources Board, 2017.

emissions;⁴ 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 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.

⁴ For example, a subdivision of 500 homes generates 5,000 new trips per day and those trips would be added to the local streets and intersections. In the case of climate change, the trips that are associated with those same 500 homes presumably would emit roughly the same volume of GHGs in the City of Camarillo as they would if they were traveling the same number of miles in Cleveland, Ohio. As a result, while raw vehicle trip counts occurring within a project area will accurately predict changes in congestion at intersections, the same certainty cannot be provided for climate change. The trips would certainly increase the number of vehicles passing through local intersections, but they will not increase the amount of GHG emissions into the world’s atmosphere if those trips simply have been relocated from another location on the planet.

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

The SCAQMD has been evaluating GHG significance thresholds since April 2008. In December 2008, the SCAQMD adopted an interim 10,000 metric tons CO₂e (MTCO₂e) per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. The SCAQMD has continued to consider adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

- Tier 1** Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- Tier 2** Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- Tier 3** Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MTCO₂e/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MTCO₂e/year), commercial projects (1,400 MTCO₂e/year), and mixed-use projects (3,000 MTCO₂e/year). Under option 2 a single numerical screening threshold of 3,000 MTCO₂e/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.
- Tier 4** Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions by 2020 and 2035. The 2020 efficiency targets are 4.8 MTCO₂e per service population for project level analyses and 6.6 MTCO₂e per service population for plan level analyses. The 2035 targets that reduce emissions to 40 percent below 1990 levels are 3.0 MTCO₂e per service population for project level analyses and 4.1 MTCO₂e per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

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

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

Tier 1

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

Tier 2

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

Tier 3

The estimated annual operational GHG emissions associated with the proposed project have been calculated utilizing the the California Emissions Estimator Model (CalEEMod v. 2016.3.2) recommended by the VCAPCD. These emissions are shown in Table 2. As shown, the annual emissions would not exceed the draft 3,000 MTCO_{2e} threshold for non-industrial projects. Therefore, the City of Camarillo, as lead agency, may conclude that the GHG emissions generated in association with the proposed project would not have a significant impact on the environment.

7b Less Than Significant Impact. As discussed previously, the 2006 CAT Report and the ARB's Scoping Plan were developed to direct the state to reduce GHG emissions to 1990 levels. The strategies from the 2006 CAT Report and measures from the ARB's Scoping Plan are applicable to state, regional, and local agencies in the development of plans to reduce GHG emissions, but are not applicable to each and every new general development project. The general intent of these plans, however is to reduce statewide GHG emissions to 1990 levels by 2020. Strategies and measures have been also been implemented on the state level by example of the new Title 24 CalGreen Code and on the local level by the City's Water Conservation Ordinance. SB 32 was recently adopted to reduce GHG emissions 40 percent below 1990 levels by 2030.

TABLE 2 - ESTIMATED PROJECT GREENHOUSE GAS EMISSIONS

Emissions Source	CO ₂ e in Metric Tons per Year
Construction	23.04
Area Sources	4.79
Energy Sources	692.02
Mobile Sources	1,710.19
Waste Disposal	18.75
Water and Wastewater	167.48
Total Emissions	2,616.27
SCAQMD Draft Tier 3 Threshold	3,000
Exceeds Threshold?	No

Construction emissions are amortized over 30 years in accordance with SCAQMD guidance (691.06 MTCO₂e/30 years).

The CalEEMod calculations assume the standard statewide engine tiers for the construction equipment operating at the site. The calculations do not assume the use of or requirement for newer engines that meet more stringent USEPA standards. This provides a more conservative analysis of potential construction-related GHG emissions.

The operational emissions shown in this table are the mitigated overall operational emissions totals shown in the CalEEMod results sheets, which assume building energy efficiency as required by the CalGreen Code.

CalEEMod result sheets are provided in Appendix C.

Although not originally intended to specifically reduce air pollutant emissions, California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended with a recognition that energy-efficient buildings that require less electricity and reduce fuel consumption, which in turn decreases GHG emissions. The current 2016 Title 24 standards (effective as of January 1, 2017) were adopted to respond, amongst other reasons, to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2017 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).

As discussed previously, the SCAQMD's Tier 4 draft 4.8 MTCO₂e per service population efficiency target was established based on the goal of AB 32 to reduce statewide GHG emissions

to 1990 levels by 2020. B-30-15 established a new interim target to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030. The SCAQMD's draft thresholds defines the service population as the total residents and employees associated with a project. As discussed in Section 13a of this Initial Study, the 386 units of the proposed project are expected to generate approximately 965 new residents to the City of Camarillo based on a rate of 2.5 persons per unit, which is the City's estimated average for multi-family residential units. Dividing the 2,616.27 MTCO_{2e} annual GHG emissions by the 965 service population yields an efficiency of 2.71 MTCO_{2e} of GHGs per service population member. The analysis demonstrates that the GHG emissions per service population member would be substantially less than the SCAQMD's draft thresholds of 4.8 MTCO_{2e} per service population in 2020 and 3.0 MTCO_{2e} per service population in 2035. Therefore, the proposed project would be consistent with the goals of AB 32.

Based on this information, the proposed project would not conflict with an applicable plan, policy or regulation for the purpose of reducing the emissions of GHGs. The impact of the proposed project would be less than significant.

Cumulative Impacts

As discussed above, emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change; the consequences of which may result in adverse environmental effects. The state has mandated a goal of reducing state-wide emissions to 1990 levels by 2020, even though state-wide population and commerce is expected to grow substantially. As discussed above, the 2.71 MTCO_{2e} of GHGs per service population member would be less than the SCAQMD's draft threshold of 4.8 MTCO_{2e} per service population in 2020 and 3.0 MTCO_{2e} per service population in 2035. For these reasons, 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 AQ-3 and AQ-4 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.

8. HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input 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"/>

Explanation of Checklist Answers

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

- *Phase I Environmental Site Assessment, Kilroy Portfolio, Property No. 41, 5151-5155 Camino Ruiz, Camarillo, California 93021*, prepared by URS Corporation, November 30, 2012.
- *City of Camarillo Safety Element 2013*, prepared by RBF Consulting, Adopted May 8, 2013.

The Phase I Environmental Site Assessment is included as Appendix D to this Initial Study. The *City of Camarillo Safety Element 2013* is available for review at the public counter of the City of Camarillo Department of Community Development or online at the City of Camarillo website.

8a-b Less Than Significant Impact.

Construction-Related Impacts

The proposed project site consists of approximately 14 acres of land that had previously been developed with an office building, a light industrial building, and associated surface parking lot and ornamental landscaping. The site was previously used for the cultivation of row crops beginning sometime prior to 1938. The office and light industrial buildings were then constructed beginning in 1982. Unisys, a manufacturer of electrical computer components was the original building occupant until approximately 2001. After that time, the buildings were occupied by various tenants, most recently Wellpoint/Blue Cross of California. The buildings are being demolished under a separate approval from the City of Camarillo.

Prior to the demolition of the buildings, the hazardous materials observed at the site consisted of routine janitorial supplies and building maintenance materials such as paints, oils, cleaners, and thinners. In addition, a central plant for the property was located in the northern portion of the light industrial building. The central plant housed three emergency diesel generators, chillers, two cooling towers, and a boiler. Each diesel generator was equipped with a 100-gallon diesel day tank within secondary containment. No concerns were noted associated with the use and storage of hazardous substances onsite. No indication of current underground or aboveground storage tanks (other than the day tanks) was observed or reported at the time of the site visit.

According to a previous Phase I environmental site assessment prepared in 2012, the former tenant Unisys had installed two 12,000-gallon underground storage tanks (USTs) used to store diesel fuel for emergency standby power and a third 12,000-gallon gasoline UST used to fuel company vehicles. In 1988, following the detection of a leak in UST piping, it was discovered that the soil and groundwater were contaminated with diesel fuel from the release. The three 12,000 gallon USTs were removed from the site and replaced with one 20,000 gallon double walled diesel UST in 1989. Following removal of the three USTs, soil remediation was performed by excavation and on-site aeration under permit from the VCAPCD. Upon completion of aeration, the soil was disposed of off-site.

To define and characterize the extent of groundwater contamination, eleven groundwater monitoring wells were installed onsite. Groundwater monitoring of the onsite wells was conducted on a quarterly basis from May 1989 through October 1995. Over this time period, active groundwater remediation was not conducted; instead natural attenuation (biodegradation) occurred. Maximum concentrations of total petroleum hydrocarbons as gasoline (TPHg) in groundwater were reduced from 10 parts per million (ppm) to 0.076 ppm. Concentrations of total petroleum hydrocarbons as diesel (TPHd) were never detected. Concentrations of benzene were reduced from 1.48 ppm to 0.0008 ppm and maximum concentrations of toluene were reduced from 1.9 ppm to non-detectable concentrations. Maximum concentrations of xylenes and ethylbenzene were reduced from 1.72 and 0.23 ppm respectively, to non-detectable concentrations. In 1996, all eleven monitoring wells were abandoned and removed and on September 17, 1996 the Ventura County Environmental Health Department (VCEHD) issued a site closure with regards to the three 12,000-gallon USTs removed in 1989 and the subsequent remediation of groundwater and soil stating that no further action was recommended.

The 20,000-gallon diesel UST installed in 1989 was removed from the property in 2005. Based on a tank closure report, ten soil samples were collected. Five samples were collected from the soils stockpile, two from beneath the tank excavation at approximately 17 feet below ground surface (bgs), and the remaining three from approximately 3 feet bgs from beneath product piping. The soil samples were analyzed for TPHg, TPHd, and volatile organic compounds (VOCs) including fuel oxygenates. Laboratory results indicated no detected concentrations of TPHg, TPHd, and VOCs. The analytical data, which was sent to the VCEHD, indicated a release did not occur.

As discussed previously, the site was previously used for agriculture between around 1938 and 1982. Common agricultural practices can result in residual concentrations of fertilizers, pesticides or herbicides in near-surface soil, though not generally at concentrations that pose a significant health risk. However, because the site has been graded and developed since 1982, remaining pesticide or herbicide residues, if any, are likely to have been dispersed during these previous construction activities and are unlikely to impact human health or the environment.

Based on the analysis presented in the Phase I Environmental Site Assessment, construction of the proposed project would not be expected to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The construction-related impact of the project 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 typical

residential developments. The proper use of these products would not create a significant hazard to the public living near the project site and the potential impact would be less than significant.

8c Less Than Significant Impact. Adolfo Camarillo High School is located within one-quarter mile to the west of the proposed project site. As discussed in Section 8a-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 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.

8d No Impact. The agency database report obtained from Environmental Data Resources, Inc. (EDR) identified several former site occupants including System Development Corp (in the HIST UST and CHMIRS database); Unisys Corp (in the RCRA-SQG, FINDS, HIST CORTESE, LUST, CA FID UST, UST, SWEEPS UST, Ventura Co BWT, and HAZNET databases); and 5151 Camino Ruiz in the ERNS database. The majority of these listings pertain to the former presence of USTs at the property and the resulting remediation activities related to the removal of the three 12,000-gallon USTs. As discussed in Section 8a-b above, closure of the LUST case was granted in 1996 and closure for the removal of the 20,000-gallon UST was conducted under permit from VCEHD in 2005.

A number of other sites in the vicinity of the subject property are included in agency environmental database lists. Sites listed in the EDR report were either: chemical use only sites where no chemical spill had occurred; located down-gradient from the site; located at such a distance that impact to the site would be unlikely; or were cases which have been closed or are considered soils only cases by the overseeing agency, indicating that the sites are unlikely to pose a threat to the subject property. No offsite properties that appear to have created an environmental concern for the project site were identified. Therefore, no impact would occur.

8e Potentially Significant Impact. The proposed project site is located within the general flight paths of Camarillo Airport and Naval Base Ventura County. 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 Safety Element 2013*, 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.

- 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 Safety Element 2013*, 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 not 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.
- 8h No Impact.** According to the *City of Camarillo Safety Element 2013*, 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 surrounded by other urban development. It is not located in the area designated in the *City of Camarillo Safety Element 2013* as a very high or high fire hazard zone. Therefore, no impact associated with wildland fires would occur.

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 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

None required.

Mitigation Monitoring

None required.

Impact After Mitigation

Not applicable.

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

Explanation of Checklist Answers

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

- *Preliminary Drainage Letter for Camino Ruiz Apartments, Parcel Map No. LD 178A*, prepared by Kier & Wright, October 2017.
- *City of Camarillo Safety Element 2013*, prepared by RBF Consulting, Adopted May 8, 2013.

The Preliminary Drainage Letter is included as Appendix E to this Initial Study. The *City of Camarillo Safety Element 2013* is available for review at the public counter of the City of Camarillo Department of Community Development or online at the City of Camarillo website.

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 development of the proposed project would include grading of more than one acre, it 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.

Operational Impacts

The proposed project 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. 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.

- 9b Less Than Significant Impact.** As discussed in Section 17d of this Initial Study, the Camrosa Water District has provided potable water to the project site since around 1982. In response to severe reductions in State Water Project water availability, Camrosa's Board of Directors declared a moratorium on new development water services within the District's service area. The moratorium prohibits new water connections unless it can be substantiated that a new use would result in no unmitigated demand on potable, non-potable, and recycled water. As currently proposed, total water demand for the proposed project would be supplied by the Camrosa Water District through development of new potable water resources utilizing a water master plan prepared by the applicant. Approval and implementation of the water master plan would be required before the project could be constructed. Implementation of the water master plan would also ensure that the project would not impact existing groundwater supplies.
- 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 project site is presently divided into three stormwater drainage sub-areas with the water flowing to existing drains within Vergugo Way and Camino Ruiz. 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 will identify 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.

- 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 project site is presently divided into three stormwater drainage sub-areas with the water flowing to existing drains within Vergugo Way and Camino Ruiz. The proposed project would maintain these three drainage sub-areas and water would continue to flow towards the same existing drains; no additional connections to the existing storm drain facilities are proposed. According to the Preliminary Drainage Letter, the existing peak runoff for the 50-year storm event is approximately 60.1 cubic feet per second (cfs). The proposed project would provide a total impervious area of approximately 86%, a reduction of 9% in impervious area from the existing site condition. The reduction in impervious area would be achieved by the implementation of additional landscaped areas and proposed biofilters. Due to the reduction in impervious area, the

existing flows resulting from the 50-year storm event would also be reduced. Therefore, the impact of the proposed project would be less than significant.

- 9e Less Than Significant Impact.** As discussed above, the development within the proposed project site would continue to drain towards the existing drains in Vergugo Way and Camino Ruiz. Due to the proposed reduction in impervious area, the existing flows resulting from the 50-year storm event would also be reduced. Therefore, the impact of the proposed project on stormwater capacity and quality would be less than significant.
- 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.
- 9g-h Less Than Significant Impact.** According to the City of Camarillo Safety Element 2013 and the FEMA Flood Insurance Rate Map that includes the proposed project site, the project site is located within the 500-year flood zone (zone X). No portions of the site are located within the 100-year flood zone. Therefore, the proposed project would not place housing within the 100-year flood hazard area. The impact to the structures developed at the project site would be less than significant.
- 9i Less Than Significant Impact.** According to the City of Camarillo Safety Element 2013, the proposed project site is not located within the inundation area of Bard Reservoir, which holds approximately 11,000 acre-feet of water under normal conditions. The impact of the proposed project would be less than significant.
- 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. 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

None required.

Mitigation Monitoring

None required.

Impact After Mitigation

Not applicable.

10. LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist Answers

10a No Impact. The project site is bordered on the north by Verdugo Way, on the south by the two office buildings, on the east by two occupied light industrial/office buildings, and on the west by Camino Ruiz. The properties to the north of Verdugo Way are developed with light industrial and office buildings, including the office of the Ventura County Superintendent of Schools. The property to the west of Camino Ruiz is currently being developed with the Teso Robles townhomes residential project. Development of the proposed project would result in infill development of a site that was previously developed with an office building, a light industrial

building, and associated surface parking lot and ornamental landscaping. The proposed project would not divide any existing residential neighborhoods. Therefore, no impact would occur.

- 10b Less Than Significant Impact.** The project applicant is requesting approval of GPA 2017-1 to change the land use designation of the project site from Industrial to High-Density Residential. The requested change in land use designation would also necessitate a zone change.

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 adopted for the purpose of avoiding or mitigating an environmental effect that are applicable to the proposed project. This comparison is provided in Table 3. 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.

- 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 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 3 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy / Principals	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 a neighborhood pattern by identifying residential as the preferred land use for the project site.
To provide each neighborhood with adequate and convenient public facilities and amenities, particularly park and recreation facilities.	Consistent. A public-accessible corner plaza park and landscape parkway areas would be provided along the northern and western perimeters of the site. Private recreation facilities including children’s play areas would also be provided within the project 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 newly-constructed multi-family residential uses to the west of the project site. The existing operations at the adjacent light industrial and office uses 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 light industrial and office buildings would not be incompatible with the development of residential uses within the project site.
To discourage through traffic in order to promote safe neighborhoods.	Consistent. Direct vehicular access to the site would continue to be provided by two driveways along Verdugo Way. Secondary access would be provided from the shared driveway with the office buildings to the south. Additional access would also continue to be provided from the parking areas of the office buildings to the south. This connection is not expected to promote through traffic from Camino Ruiz to Verdugo Way.
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 children’s play areas would be provided within the project site.
Consider residential opportunities for properties being studied for reuse potential.	Consistent. The proposed project would replace the previous light industrial and office operations at the project site.

TABLE 3 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy / Principals	Project Consistency Evaluation
Circulation Element 2014	
<p>Policy 1.1.1. Residential areas shall be protected from unsafe or incompatible traffic from other land uses so as to maintain quality residential areas through proper land use planning. Discourage parking of non-residential vehicles on residential streets.</p>	<p>Consistent. The proposed project would be adjacent to Verdugo Way and Camino Ruiz, but these roadways would not be located within the project site. Secondary access would be provided from the shared driveway with the office buildings to the south. Additional access would also continue to be provided from the parking areas of the office buildings to the south. This connection is not expected to promote through traffic from Camino Ruiz to Verdugo Way.</p>
<p>Policy 1.1.2. Land use plans shall be designed to improve alternative modes of transportation, provide direct routes between uses, and strive to reduce the total vehicle miles traveled.</p>	<p>Consistent. The proposed project site is located within walking and cycling distance of existing shopping, entertainment, and educational facilities, and places of employment.</p>
<p>Policy 1.1.4. At time of development application submittal, traffic shall be analyzed. A traffic study may be required to evaluate traffic impacts and any potential mitigation measures.</p>	<p>Consistent. A traffic and circulation study has been prepared to evaluate the impacts of the proposed project and this report has been reviewed by the City of Camarillo Traffic Engineer. The evaluation of project transportation/traffic impact impacts in this Initial Study (Section 16) is based upon the analysis presented in the approved Traffic and Circulation Study.</p>
<p>Policy 1.2.1. A system of local and collector streets which serve residential neighborhoods should be established while protecting them from intrusion of cut through traffic.</p> <p>Policy 1.2.2. Residential neighborhood streets should be designed to avoid creating local streets which will ultimately function as collectors.</p> <p>Policy 1.2.3. Direct residential driveway access onto arterial streets should be avoided.</p>	<p>Consistent. Direct vehicular access to the site would continue to be provided by two driveways along Verdugo Way. Secondary access would be provided from the shared driveway with the office buildings to the south. Additional access would also continue to be provided from the parking areas of the office buildings to the south. This connection is not expected to promote through traffic from Camino Ruiz to Verdugo Way.</p>

TABLE 3 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy / Principals	Project Consistency Evaluation
<p>Policy 1.2.5. The City shall continue to analyze level of service performance for existing streets, roads, and highways, and make improvement recommendations when performance falls below desired levels.</p> <p>Policy 1.2.6. The City should maintain a level of service (LOS) of “C” or better on all streets and intersections. Brief periods of LOS “D” during peak a.m. and p.m. traffic hours may be tolerated where improving to LOS “C” would be unreasonably costly.</p>	<p>Consistent. The Traffic and Circulation Study prepared for the proposed project evaluates in the potential impacts of the proposed project based on these approved level of service standards.</p>
<p>Policy 1.2.7. Design of circulation infrastructure shall consider minimizing environmental impacts including those related to adjacent land uses, habitat, and visual resources.</p>	<p>Consistent. The roadway system for the proposed project would be internal to the project site and would not impact any adjacent land uses, sensitive habitat, or visual resources.</p>
<p>Policy 1.2.8. A project shall be responsible for providing improvements immediately adjacent to and between the limits of the project in accordance with the City’s pave-out policy. A project is also responsible for its fair share of improvements at other intersections, roadways, and highways where significant impacts are created or where the project contributes to cumulative impacts.</p>	<p>Consistent. Any improvements to Verdugo Way and Camino Ruiz necessary to accommodate the proposed project are identified in the project site plans. The proposed project would also be subject to the City’s traffic mitigation fee as well as the County Traffic Impact Mitigation Fee to accommodate necessary improvements elsewhere in the community area.</p>
<p>Policy 1.2.9. On-site circulation patterns shall be examined to ensure that traffic will flow in a reasonable manner and not interfere with normal traffic movement adjacent to the project or on the subject site.</p>	<p>Consistent. The proposed internal circulation system is comprised of two-way drive aisles that provide access to the parking areas and the parking garage. Given the low traffic volumes, the proposed circulation system is expected to operate acceptably.</p>

TABLE 3 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy / Principals	Project Consistency Evaluation
<p>Policy 1.3.1. The City shall estimate air quality impacts of motor vehicle trips generated by land use changes in accordance with Ventura County Air Pollution Control District (VCAPCD) guidelines.</p> <p>Policy 1.3.2. The City shall identify and evaluate measures that will reduce the air quality impacts of motor vehicle trips that are consistent with regional air quality and transportation plans.</p> <p>Policy 1.3.3. New development shall mitigate air quality impacts, based on the amount of emissions that must be reduced to bring the project below the thresholds established by the VCAPCD, through contribution of funds toward a Transportation Demand Management (TDM) plan.</p>	<p>Consistent. The air quality emissions associated with the proposed project has been calculated and evaluated in accordance with the procedures recommended by the VCAPCD in the Ventura County Air Quality Assessment Guidelines. The impacts of the proposed project are evaluated in Section 3, Air Quality of this Initial Study. Mitigation measures are recommended to reduce the potential construction-related impacts of the proposed project to less than significant levels.</p>
<p>Policy 2.1.2. Streetscapes shall be improved to enhance access, lighting, safety, and the overall experience for pedestrians, bicyclists, transit users, and vehicles.</p>	<p>Consistent. Pedestrian access would be available at each of the vehicular access points to the project site and a series of meandering sidewalks within the landscaped areas along the northern and western perimeters of the site would provide an enhanced streetscape.</p>
<p>Policy 2.1.4. New developments shall provide for safe and efficient roadway operations through careful control of access, and overall street and development design. Strive to operate new and existing streets and intersections at accident rate levels below statewide averages.</p>	<p>Consistent. Direct vehicular access to the site would continue to be provided by two driveways along Verdugo Way. Secondary access would be provided from the shared driveway with the office buildings to the south. Additional access would also continue to be provided from the parking areas of the office buildings to the south.</p>
<p>Policy 5.1.1. Provide for streetscapes which present an aesthetically pleasing appearance and promote ease of use for pedestrian and bicycle traffic while also ensuring public safety.</p>	<p>Consistent. A public-accessible plaza park would be provided at the northwestern corner of the site and a meandering sidewalk would be provided within the landscaped northern and western perimeters of the project site.</p>
<p>Policy 10.1.4. Undergrounding of utilities shall be provided in accordance with City standards.</p>	<p>Consistent. Electrical power to the project site would be provided by Southern California Edison via the existing underground infrastructure located within Camino Ruiz.</p>

TABLE 3 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy / Principals	Project Consistency Evaluation
2013-2021 Housing Element	
<p>Policy 1. Preserve the high quality of the city’s existing housing stock and residential environment.</p>	<p>Consistent. The proposed multi-family residential buildings would be compatible with the existing residential uses to the west of the project site and would compliment the adjure t business park and commercial uses.</p>
<p>Policy 2. Meet the City’s local housing needs commensurate with its fair share of regional needs, including housing that is affordable to all income groups, to the maximum extent feasible.</p>	<p>Consistent. Chapter 20.01 of the City of Camarillo Municipal Code restricts the number of new residential units that may be constructed on an annual basis in order to ensure that population growth remains within adopted limits. Developers must 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 about two years, based upon the limited development allocations that would likely be split amongst several projects. The proposed apartment units would generally be more affordable for residents than single family homes.</p>
Community Design Element 2012	
<p>Policy CD-1.2.1. Through community engagement and design review, ensure that new development and redevelopment is of high-quality design, is aesthetically pleasing and contributes to a positive image for Camarillo.</p>	<p>Consistent. The new residential uses would be designed to be consistent with the Heritage Zone in what would be a modern interpretation of the Monterey and/or Mediterranean style architecture similar to other recent residential developments within in Camarillo.</p>
<p>Policy CD-1.2.3. Require that the architecture and site design of new developments are compatible with the surrounding context.</p>	
<p>Policy CD-1.3.1. Require new developments to create pleasing transitions to surrounding development.</p>	<p>Consistent. The northern, eastern, and western perimeters of the project site and would continue to provide landscape buffers between the onsite uses and adjacent properties.</p>

TABLE 3 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy / Principals	Project Consistency Evaluation
<p>Policy CD-1.4.1. All new development and redevelopment shall adhere to the basic principles of quality and timeless architecture, urban design and landscape architecture, including but not limited to human- scaled design and pedestrian orientation where appropriate, interconnectivity of street layout and siting buildings to hold corners.</p> <p>Policy CD-1.4.2. Enhance design for all new development and redevelopment through application of materials and design elements including:</p> <ul style="list-style-type: none"> a. Richness and authenticity of material surface and texture b. Muted earth tone colors (such as off-whites, ochres, siennas, umbers, beiges, tans, browns or other similar subdued colors) for primary building surfaces, with more intense colors limited to accents c. Significant wall articulation (insets, canopies, wing walls, trellis features, arcades, colonnades) d. Full-sloped roofs, multi-planed roofs (combination of pitched and flat roofs) e. Roof overhangs, articulated eaves and parapets f. Window configurations compatible with the design of the building g. Articulated building mass and form h. Landscape elements, which include plantings and hardscape that complement the style of architecture, enhance building and site design and are integrated into the surrounding context i. Timeless designs, colors and materials j. Utilization of 360-degree architecture (articulation of all facade elevations) when visible from a public street or other property k. Allow for architectural and landscape variation between neighborhoods, but maintain common citywide street furnishings and street signage 	<p>Consistent. The new residential uses would be designed to be consistent with the Heritage Zone in what would be a modern interpretation of the Monterey and/or Mediterranean style architecture similar to other recent residential developments within in Camarillo.</p>

TABLE 3 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy / Principals	Project Consistency Evaluation
Safety Element 2013	
<p>Policy SAF-2.1a. Minimize geologic hazards by identifying and addressing potential hazards during the planning and engineering of proposed development and /or improvement projects.</p> <p>Policy SAF-2.1b. 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, a geology and soils analysis was prepared for the project site and this analysis demonstrates that the development of the site with residential uses is feasible from a geotechnical perspective with no unusual risk or geotechnical hazard.</p>
<p>Policy SAF-2.2a. 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>Policy SAF-2.2g. 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 6a.iii, the proposed project site and surrounding properties are located within an area of the City deemed to have a potential for liquefaction. The recommendations for the soils at the project site will be specified in the soils report that is required to be submitted at the time of review of the project grading plan. Implementation of the soils report recommendations as required by the City would reduce the potential impact of the project to a less than significant level.</p>
<p>Policy SAF-3.1b. 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>

TABLE 3 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy / Principals	Project Consistency Evaluation
<p>Policy SAF-3.1g. 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 9d, the proposed project would provide a total impervious area of approximately 86%, a reduction of 9% in impervious area from the existing site condition. The reduction in impervious area would be achieved by the implementation of additional landscaped areas and proposed biofilters. Due to the reduction in impervious area, the existing flows resulting from the 50-year storm event would also be reduced.</p>
<p>Policy SAF-4.1a. Ensure that new and existing developments have an adequate water supply and access for fire protection and evacuation purposes.</p> <p>Policy SAF-4.1c. 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>Policy SAF-5.1g. 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 in Section 8, Hazards / Hazardous Materials of this Initial Study, the hazardous materials associated with the previous light industrial activities at the site have been remediated and construction of the proposed project would not be expected to create a significant hazard to the public or the environment.</p>
<p>Noise Element</p>	
<p>Policy 3. 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>Policy 4. 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 through January 2018.

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"/>

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 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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, hotels, and commercial 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 4. Ground-borne vibration levels that could induce potential damage to buildings are identified in Table 5.

TABLE 4 - HUMAN RESPONSE TO LEVELS OF GROUND-BORNE VIBRATION

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

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

Source of table data: California Department of Transportation, 2013.

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.

TABLE 5 - GROUND-BORNE VIBRATION DAMAGE POTENTIAL CRITERIA

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

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

Source of table data: California Department of Transportation, 2013.

Explanation of Checklist Answers

12a Less Than Significant Impact.

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 the hotel rooms developed at the project site.

Figure 2 of the City of Camarillo General Plan Noise Element 2015 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 70 dBA CNEL are acceptable for multi-family residential uses provided that they are developed with conventional construction, but with closed windows and fresh air supply systems or air conditioning.

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 6.

TABLE 6 - 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 7. The Noise Ordinance does not identify any interior noise standards for non-residential dwelling units.

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.

TABLE 7 - 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.

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 8 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.

The area to the west of the project site is being developed with the Teso Robles townhomes residential project. Project construction activities could generate noise levels at this new residential area to exceed the standards of the Noise Ordinance. Therefore, construction activities 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 would reduce the impact of the project to a less than significant level.

TABLE 8 - 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.

Operational Impacts

Noise levels at the project site are and would continue to be dominated by vehicular traffic on U.S. Highway 101, Verdugo Way, Camino Ruiz, and aircraft overflights. The proposed project site is located within the general flight paths of Camarillo Airport and Naval Base Ventura County. It is, however, located outside of the 60 dBA CNEL noise contours for these airports. Therefore, the aircraft flying over Camarillo would not expose residents of the project site to noise levels in excess of 65 dBA CNEL.

Figure 5 of the City of Camarillo Noise Element 2015 shows that the southern part of the project site where open and covered parking are proposed is projected to be exposed to year 2035 noise level contours for U.S. Highway 101 of just over 70 dBA CNEL. The residential buildings would be located beyond the 70 dBA CNEL noise contour line. It should also be noted that the noise contours shown in Figure 5 of the City of Camarillo Noise Element 2015 do not take into consideration the attenuation provided by the existing buildings located to the south of the project site or the attenuation that is now provided by the new three story Teso Robles townhome buildings. The actual future noise levels at the site would be less than 70 dBA CNEL. As discussed previously, the exterior-to-interior reduction of newer residential buildings is generally more than 30 dBA. This is based on the situation in which new buildings must comply with CCR Title 24 Part 6: California’s Energy Efficiency Standards for Residential and Nonresidential Buildings, which requires substantial building insulation and also reduces exterior to interior noise levels. Assuming a 30 dBA exterior to interior noise reduction for new residential uses would provide an interior noise level of less than 45 dBA CNEL, which is the state’s interior standard for new multi-family buildings. The proposed project would also be subject to all applicable standards of the City’s Noise Ordinance for operational noise sources.

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 4 and 5 to evaluate potential impacts related to construction activities.

The existing light industrial and office buildings located to the south and east of the project site are of more modern steel and concrete construction. The multi-family residences being constructed to the west of the project site are of modern wood-framed build. Based on the criteria identified in Table 5, a significant structural ground-borne vibration impact could occur if the non-fragile residential, light industrial, and office buildings are exposed to vibration levels of 0.5 inches per second PPV. The potential for nearby residents and office workers to perceive ground-borne vibration would be significant if vibration levels reach 0.10 inches per second PPV.

Construction-Related Impacts

Grading and construction activities that would occur at the project site may have the potential to generate low levels of groundborne vibration. Table 9 identifies various vibration velocity levels for the types of construction equipment that would operate at the project site during construction.

TABLE 9 - VIBRATION LEVELS FOR TYPICAL CONSTRUCTION EQUIPMENT

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

Source of table data: California Department of Transportation, 2013.

Based on the information presented in Table 9, 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-related vibration would be less than significant.

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 smaller trucks bringing in deliveries for the project residents and larger moving trucks and 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 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 residential 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.

According to the Revised Traffic and Circulation Study prepared for the proposed project, the proposed apartment uses would generate approximately 2,316 new vehicle trips per weekday with 185 new trips generated during the AM peak traffic hour and 170 new trips generated during the PM peak hour. The Revised Traffic and Circulation Study then distributed these new trips along specific roadway segments in the vicinity of the project site. The Traffic and Circulation Study did not calculate the average daily vehicle trips for the roadway segments in the vicinity of the project site, but the peak hour volumes identified in the Traffic and Circulation Study represent the periods of the highest traffic generation for the project. The changes in future peak hour noise levels along the nearby roadway segments are identified in Table 10.

TABLE 10 - PROJECT PEAK HOUR ROADWAY NOISE IMPACTS

Roadway	Roadway Segment	Existing Land Use	Existing Traffic Volumes	Existing + Project Traffic	Increase in dBA L_{eq}	Significant Impact?
AM Peak Traffic Hour						
Camino Ruiz	south of Verdugo Way	Multi-Family	221	301	1.3	No
Verdugo Way	west of Camino Ruiz	Multi-Family	597	760	1.0	No
Adolfo Road	west of Camino Ruiz	Multi-Family	601	620	0.1	No
	west of Santa Rosa Rd.	Single Family	1,504	1,539	0.1	No
Santa Rosa Rd.	north of Adolfo Road	Single Family	2,430	2,439	0.0	No
Pleasant Valley Rd.	south of U.S. 101 SB Ramps	Single Family	2,035	2,054	0.0	No
PM Peak Traffic Hour						
Camino Ruiz	south of Verdugo Way	Multi-Family	216	291	1.3	No
Verdugo Way	west of Camino Ruiz	Multi-Family	631	780	0.9	No
Adolfo Road	west of Camino Ruiz	Multi-Family	654	671	0.1	No
	west of Santa Rosa Rd.	Single Family	1,597	1,625	0.1	No
Santa Rosa Rd.	north of Adolfo Road	Single Family	2,392	2,401	0.0	No
Pleasant Valley Rd.	south of U.S. 101 SB Ramps	Single Family	2,128	2,144	0.0	No

Note: The project Traffic and Circulation Study includes the traffic generated by the Teso Robles townhomes project in its estimate of future traffic volumes. However, the Teso Robles project is nearly complete and is generating much of its traffic at the present time. For the purpose of the noise analysis for the proposed project, the roadway traffic volumes generated by the Teso Robles project on Camino Ruiz and Verdugo Way have been obtained from its Traffic Impact Analysis (Orosz Engineering Group, Inc., June 2014) and added to the existing peak hour volumes in these calculation. This provides a representative analysis of the anticipated change in noise levels from the present time.

Calculation data and results are provided in Appendix F.

As shown in Table 10, the traffic generated by the proposed project would increase local noise levels by a maximum of 1.3 dBA L_{eq} during the AM and PM peak hours. This increase would be imperceptible to most people and would not exceed 3 dBA. This would be a less than significant impact. There are also several study-area roadway segments there the traffic generated by the project would not cause a measurable increase in roadway noise levels.

Noise would also be generated by activities within the new multi-family 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 existing residential neighborhoods within Camarillo.

Based on this information, the proposed project 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.

12d Less Than Significant With Mitigation. As discussed above in Section 12a, project construction activities could generate noise levels at the new residential area to the west of the project site to exceed the standards of the City's Noise Ordinance. Therefore, construction activities 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. 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.

12e Less Than Significant Impact. The proposed project site is located within the general flight paths of Camarillo Airport and Naval Base Ventura County. It is, however, located outside of the airport land use plan areas and 60 dBA CNEL noise contours for these airports. That is not to say that there will not be times when noise levels from civilian and military aircraft do not cause a disturbance at the proposed project site or elsewhere in Camarillo. The majority of aircraft overflights to Camarillo Airport and Naval Base Ventura County do not cause disruptive noise levels in Camarillo. However, there are occasions when jet fighter aircraft fly over the eastern part of the City and generate high noise levels that can be heard throughout the City. There are also times when jet operations occur at Naval Base Ventura County that can be heard throughout Camarillo. These situations do not occur on a regular basis and they are not unique to the proposed project site. Therefore, it is acknowledged that occasional jet aircraft operations may disturb residents of the proposed project. However, this is not an environmental impact of the proposed proposed project that requires a specialized analysis or special mitigation that is not required elsewhere in Camarillo. This would be a less than significant impact.

12f 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. Other than the Teso Robles townhomes project to the west of the site, there are no related projects in the immediate vicinity of the project site, but that project is expected to be completed by the time that the proposed project begins construction. 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. The increases in roadway noise levels associated with cumulative development are identified in Table 11 for the four roadway segments where the project would cause a measurable increase of 0.1 dBA or more during both the AM and PM peak hours (reference Table 10). As shown, the traffic generated by near-term future cumulative development along with the proposed project would increase local noise levels by a maximum of 2.2 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 plus project cumulative operational noise impacts would be less than significant.

Mitigation

None required.

Mitigation Monitoring

None required.

Impact After Mitigation

Not applicable.

TABLE 11 - FUTURE + PROJECT PEAK HOUR ROADWAY NOISE IMPACTS

Roadway	Roadway Segment	Existing Land Use	Existing Traffic Volumes	Future + Project Traffic	Increase in dBA L _{eq}	Significant Cumulative Impact?
AM Peak Traffic Hour						
Camino Ruiz	south of Verdugo Way	Multi-Family	221	311	1.5	No
Verdugo Way	west of Camino Ruiz	Multi-Family	597	996	2.2	No
Adolfo Road	west of Camino Ruiz	Multi-Family	601	675	0.5	No
	west of Santa Rosa Rd.	Single Family	1,504	1,603	0.3	No
PM Peak Traffic Hour						
Camino Ruiz	south of Verdugo Way	Multi-Family	216	291	1.3	No
Verdugo Way	west of Camino Ruiz	Multi-Family	631	997	2.0	No
Adolfo Road	west of Camino Ruiz	Multi-Family	654	727	0.5	No
	west of Santa Rosa Rd.	Single Family	1,597	1,683	0.2	No

Note: The project Traffic and Circulation Study includes the traffic generated by the Teso Robles townhomes project in its estimate of future traffic volumes. However, the Teso Robles project is nearly complete and is generating much of its traffic at the present time. For the purpose of the noise analysis for the proposed project, the roadway traffic volumes generated by the Teso Robles project on Camino Ruiz and Verdugo Way have been obtained from its Traffic Impact Analysis (Orosz Engineering Group, Inc., June 2014) and added to the existing peak hour volumes in these calculation. This provides a representative analysis of the anticipated change in noise levels from the present time.

Calculation data and results are provided in Appendix F.

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"/>

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 2016-2040 RTP/SCS, which was adopted by SCAG’s Regional Council in April 2016. The Demographics & Growth Forecast Appendix for the 2016-2040 RTP/SCS identifies population projections for the City of Camarillo of 66,300 persons in 2012 and 79,900 in 2040.

The City of Camarillo has an estimated population of approximately 69,905 persons as of October 31, 2018.⁵ Based on a rate of 2.5 persons per unit, which is the City’s estimated average for multifamily rental units, the 386 units under the proposed project are expected to generate approximately 965 new residents to the City of Camarillo. The addition of these new residents

⁵ Michelle Glueckert D’Anna, November 6, 2018.

would not exceed SCAG's 2040 growth forecast 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 growth impacts associated with the proposed project would be less than significant.

13b-c No Impact. No existing residential uses are located 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.

Cumulative Impacts

The September 2018 Monthly Report published by the City of Camarillo Department of Community Development identifies 2,621 residential units that are proposed, approved but not constructed, and under construction within the City. Most of these are multi-family residential units. Using the 2.5 persons per multi-family residential rate yields an estimate of 6,552 persons that would be new to the City over the next few years. When added to the existing population of Camarillo, the total of 76,457 would not exceed SCAG's 2040 population forecast of 79,900 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. Specifically, 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. 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 population growth projections assumed in the 2016-2040 RTP/SCS. 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"/>

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 Fire Department provides fire protection engineering, building inspections for code compliance, and hazardous materials inspections. The Fire Department also provides education and training in public safety and emergency preparedness.

There are three fire stations which serve the City. The closest fire station to the project site is Station No. 52, located north of the project site along Santa Rosa Road. This station serves the eastern portion of Camarillo and unincorporated areas of the Santa Rosa Valley. According to the

City of Camarillo Safety Element 2013, 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 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. 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 project site is located within the attendance boundaries of La Mariposa Elementary School, Las Colinas Middle School, and Camarillo High School.

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 386 proposed residential units would generate an average of 193 elementary/middle school students

and 36 high school students. The new students 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 developer 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 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. 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. Some of this demand would be met by private recreation areas within the project site. Because the project would not include any new public park land, the project developer 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 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 Camarillo Library. The project development would also be subject to review by City staff throughout the development review process. However, no new public facilities would need to be constructed to accommodate the needs of project employees or guests. The majority of services to the project residents could be provided by local businesses such as those already located along Verdugo Way and Santa Rosa Road. Therefore, the potential impact of the project on other public facilities would be less than significant.

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

None required.

Mitigation Monitoring

None required.

Impact After Mitigation

Not applicable.

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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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. Some of this demand would be met by private recreation areas within the project site. 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 to a less than significant level.

Cumulative Impacts

As discussed above, the proposed project would have no impact regarding potential impacts associated with public recreation facilities and services. Therefore, it would also have no contribution to potential cumulative impacts associated with development elsewhere within Camarillo.

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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Answers

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

- *Camino Ruiz Residential Project Revised Traffic and Circulation Study*, prepared by Stantec, December 7, 2018.

The Revised Traffic and Circulation Study is included as Appendix G to this Initial Study.

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

1. Mission Oaks Boulevard/Adolfo Road
2. Santa Rosa Road/Los Pueblos Drive
3. Santa Rosa Road/Adolfo Road
4. Santa Rosa Road/Verdugo Way
5. Santa Rosa Road/U.S. 101 Northbound Ramps
6. Pleasant valley Road/U.S. 101 Southbound Ramps
7. Pleasant Valley Road/Pancho Road
8. Camino Ruiz/Adolfo Road
9. Camino Ruiz/Verdugo Way

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 12.

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

TABLE 12 - 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: Stantec, December 7, 2018.

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 about two 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

Existing Intersection Operations

AM and PM peak hour turning movement counts for the nine intersections included in the Traffic and Circulation Study were collected on March 20, 2018. 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 13. Table 13 indicates that the study-area intersections currently operate within the City’s acceptable level of service range during both AM and PM peak hours.

TABLE 13 - EXISTING INTERSECTION PEAK HOUR LEVELS OF SERVICE

Intersection	Traffic Control	AM Peak Hour V / C-LOS	PM Peak Hour V / C LOS
1. Mission Oaks Blvd. Adolfo Rd.	Signal	0.60/LOS A	0.63/LOS B
2. Santa Rosa Rd./Los Pueblos Dr.	Signal	0.72/LOS C	0.71/LOS C
3. Santa Rosa Rd./Adolfo Rd.	Signal	0.65/LOS B	0.60/LOS A
4. Santa Rosa Rd./Verdugo Way	Signal	0.63/LOS B	0.59/LOS A
5. Santa Rosa Rd./U.S. 101 NB Ramps	Signal	0.64/LOS B	0.66/LOS B
6. Pleasant Valley Rd./U.S. 101 SB Rps	Signal	0.69/LOS B	0.71/LOS C
7. Pleasant Valley Rd./Pancho Rd.	Signal	0.57/LOS A	0.65/LOS B
8. Camino Ruiz/Adolfo Rd. ¹	Two-Way Stop	9.4 sec/LOS A	9.5 sec/LOS A
9. Camino Ruiz/Camino Ruiz ¹	Two-Way Stop	10.5 sec/LOS B	12.2 sec/LOS B

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

Source of table data: Stantec, December 7, 2018.

Future Intersection Operations

The future (existing plus approved projects) conditions serves as a baseline to assess potential impacts generated by the proposed project. Existing plus approved projects traffic forecasts were developed assuming occupancy of approved development projects, as described below.

The list of approved developments and developments under construction included in the future conditions was derived from the City of Camarillo monthly development report and input provided by City staff. The following developments are expected to add traffic in the study-area:

- St. John’s Seminary Residential Development - 281 single family units
- Teso Robles Townhomes - 129 townhomes
- Mission Oaks Business Park - 344,515 square feet of light industrial and office buildings

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.

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 14 summarizes the future intersection level of service calculations. As shown, the study-area intersections would continue to operate in the LOS A-C range under future conditions.

TABLE 14 - FUTURE INTERSECTION PEAK HOUR LEVELS OF SERVICE

Intersection	Traffic Control	AM Peak Hour V/C-LOS	PM Peak Hour V/C LOS
1. Mission Oaks Blvd. Adolfo Rd.	Signal	0.62/LOS B	0.64/LOS B
2. Santa Rosa Rd./Los Pueblos Dr.	Signal	0.73/LOS C	0.72/LOS C
3. Santa Rosa Rd./Adolfo Rd.	Signal	0.66/LOS B	0.61/LOS B
4. Santa Rosa Rd./Verdugo Way	Signal	0.66/LOS B	0.65/LOS B
5. Santa Rosa Rd./U.S. 101 NB Ramps	Signal	0.51/LOS A	0.63/LOS B
6. Pleasant Valley Rd./U.S. 101 SB Rps	Signal	0.72/LOS C	0.73/LOS C
7. Pleasant Valley Rd./Pancho Rd.	Signal	0.58/LOS A	0.66/LOS B
8. Camino Ruiz/Adolfo Rd. ¹	Two-Way Stop	10.3 sec/LOS B	12.1 sec/LOS B
9. Camino Ruiz/Camino Ruiz ¹	Two-Way Stop	16.0 sec/LOS C	18.7 sec/LOS C

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

Source of table data: Stantec, December 7, 2018.

Project Trip Generation

Trip generation estimates were determined for the proposed project by applying the City’s trip generation rates for multi-family dwelling units (>20 DU/acre). The City developed these rates based on counts collected at sites throughout the City of Camarillo, and these rates therefore reflect the specific travel characteristics within the Camarillo area. The trip generation rates are shown in Table 15.

The trip generation estimates for the proposed project are shown in Table 16. As shown, the proposed project is expected to generate a total of 2,478 average daily trips, with 198 trips occurring during the AM peak hour and 182 trips occurring during the PM peak hour.

TABLE 15 - 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.

Rates per residential unit.

Source of table data: Stantec, December 7, 2018.

TABLE 16 - PROJECT DEVELOPMENT TRIP GENERATION ESTIMATES

Land Use	Size	ADT	AM Peak Hour Rate			PM Peak Hour Rate		
			In	Out	Total	In	Out	Total
Apartments	386 units	2,316	39	146	185	112	58	170

Source of table data: Stantec, December 7, 2018.

Project Trip Distribution

Project Trip distribution percentages were developed based on existing traffic patterns, 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 17.

TABLE 17 - PROJECT TRIP DISTRIBUTION

Roadway	Direction	Project Trip Distribution
U.S. Highway 101	East	30%
	West	33%
Adolfo Road	Northwest	15%
Pleasant Valley Road	Southwest	10%
Santa Rosa Road	North	5%
Mission Oaks Boulevard	West	2%
Local	—	5%

Source of table data: Stantec, December 7, 2018.

Future + Project Intersection Operations

Levels of service for the study-area intersections were recalculated based on the future baseline plus project traffic volumes. Table 18 shows the level of service calculation results for the AM and PM peak hours. Table 18 indicates that the project would generate an impact at the Camino Ruiz/Verdugo Way intersection, which would operate in the LOS D range during the both AM and PM peak hours. The project would add more than 30 trips per lane to the critical movements. Therefore, the impact of the project would be significant unless mitigated. The potential impacts at, and necessary mitigation for, the Camino Ruiz/Verdugo Way intersection will be evaluated in an EIR prepared for the project.

- 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, Santa Rosa Road, and Pleasant Valley Road 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. The proposed project would add 47 AM peak hour trips to southbound U.S. Highway 101. These traffic additions would not result in a CMP impact based on the criteria outlined above.
- Northbound U.S. Highway 101 operates in the LOS F range during the PM peak hour. The proposed project would add 20 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.

TABLE 18 - FUTURE + PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Future Baseline LOS	Future + Project LOS	Significant Impact?
AM Peak Hour			
1. Mission Oaks Blvd. Adolfo Rd.	0.62/LOS B	0.62/LOS B	No
2. Santa Rosa Rd./Los Pueblos Dr.	0.73/LOS C	0.73/LOS C	No
3. Santa Rosa Rd./Adolfo Rd.	0.66/LOS B	0.67/LOS B	No
4. Santa Rosa Rd./Verdugo Way	0.66/LOS B	0.70/LOS B	No
5. Santa Rosa Rd./U.S. 101 NB Ramps	0.55/LOS A	0.55/LOS A	No
6. Pleasant Valley Rd./U.S. 101 SB Rps	0.72/LOS C	0.72/LOS C	No
7. Pleasant Valley Rd./Pancho Rd.	0.58/LOS A	0.58/LOS A	No
8. Camino Ruiz/Adolfo Rd. ¹	10.3 sec/LOS B	11.1 sec/LOS B	No
9. Camino Ruiz/Camino Ruiz ¹	16.0 sec/LOS C	29.1 sec/LOS D	Yes
PM Peak Hour			
1. Mission Oaks Blvd. Adolfo Rd.	0.64/LOS B	0.64/LOS B	No
2. Santa Rosa Rd./Los Pueblos Dr.	0.72/LOS C	0.72/LOS C	No
3. Santa Rosa Rd./Adolfo Rd.	0.61/LOS B	0.62/LOS B	No
4. Santa Rosa Rd./Verdugo Way	0.65/LOS B	0.67/LOS B	No
5. Santa Rosa Rd./U.S. 101 NB Ramps	0.64/LOS B	0.65/LOS B	No
6. Pleasant Valley Rd./U.S. 101 SB Rps	0.73/LOS C	0.74/LOS C	No
7. Pleasant Valley Rd./Pancho Rd.	0.66/LOS B	0.66/LOS B	No
8. Camino Ruiz/Adolfo Rd. ¹	12.1 sec/LOS B	12.5 sec/LOS B	No
9. Camino Ruiz/Camino Ruiz ¹	18.7 sec/LOS C	27.5 sec/LOS D	Yes

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

Bolded values exceeds City's LOS C standard.

Source of table data: Stantec, December 7, 2018.

Intersections

Within the study area, the Santa Rosa Road/U.S. 101 Northbound Ramps and the Pleasant Valley Road/U.S. 101 Southbound Ramps are included in the CMP network. Both intersections currently operate at LOS C or better, and are expected to operate at LOS D or better under future and buildout conditions. The project would not result in any impacts at CMP intersections.

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.

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 Base Ventura County. 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.

16d Less Than Significant Impact. Direct vehicular access to the site would continue to be provided by two driveways along Verdugo Way. Secondary access would be provided from the shared driveway with the office buildings to the south. Additional access would also continue to be provided from the parking areas of the office buildings to the south.

The project would not involve the use of any incompatible uses such as farm equipment.

Based on this information, the impact of the project would be less than significant.

16e Less Than Significant Impact. In accordance with standard City practice, the project development and building plans would be subject to review by the Fire and Police Departments to ensure that the site design and building plans comply with all applicable codes for emergency access. Compliance with the applicable code requirements would ensure that the potential impacts associated with emergency access would be less than significant.

16f Less Than Significant Impact.

Public Transit

At the present time, the City of Camarillo operates an intra-city public transit system consisting of 12 buses. The City owns the buses and has a contract with a private bus company to provide drivers and maintain the buses. The Camarillo Area Transit (CAT) intra-city transit system has one fixed route bus. The City also operates a free trolley service that operates on a separate fixed route. The trolley stops at shopping centers on a 30-minute schedule. Dial-a-ride service

providing curb-to-curb transportation is also available for all persons. The proposed project site is not located along the current CAT or trolley service fixed routes.

The City also supports the Ventura Intercity Service Transit Authority (VISTA) bus system and participates with other agencies in coordination as well as financial aid. The VISTA system connects Camarillo with surrounding cities and, thereby, provides access to major employment, commercial, governmental, and recreation centers, as well as California State University, Channel Islands. The nearest VISTA stop is located at the Plaza at Mission Oaks shopping center located west of the project site. Residents of the proposed project would be within walking distance of this public transit service.

Pedestrian Access

Pedestrian access would be available at each of the vehicular access points to the project site and a series of meandering sidewalks within the landscaped areas along the northern and western perimeters of the site.

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. Forecast adjustments were applied to account for the GP land use modification from Community Commercial to Multi-Family (<20 DU/Acre) for the Teso Robles Townhomes located directly west of the project site.

The City's Circulation Element contains the following long-range roadway improvements:

Adolfo Road: The City's Long-Range Circulation Improvement Plan includes the extension of Adolfo Road eastward to Camarillo Springs Road. The extension would provide for additional access to U.S. 101 from the eastern portion of the City.

Ridge View Street: Ridge View Street, located south of U.S. 101, would be extended to Pleasant Valley Road from its current connection to Adohr Lane.

Recently completed improvements from the City Capital Improvement Program includes the widening of Santa Rosa Road from Adobe Way to Upland Road to four lanes, and capacity improvements at the Santa Rosa Road/ Adolfo Road intersection.

Project-added volumes were adjusted to account for the conversion of the project site in the Traffic Model from 170 thousand square feet of R&D to 386 multi-family units (TCAM TAZ 179). Table 19 shows the trip generation assuming the GP Amendment for the project site.

TABLE 19 - PROJECT DEVELOPMENT TRIP GENERATION ESTIMATES - GENERAL PLAN BUILDOUT CONDITIONS

Land Use	Size	ADT	AM Peak Hour Rate			PM Peak Hour Rate		
			In	Out	Total	In	Out	Total
Research and Development	170 KSF	-1,360	-177	-20	-197	-96	-52	-148
Apartments	386 units	2,316	39	146	185	112	58	170
Net Difference		956	-138	126	-12	16	6	22

Source of table data: Stantec, December 7, 2018.

Project-added AM and PM peak hour traffic volumes 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 Table 20 for the AM and PM peak traffic hours. Table 20 indicates that three intersections are forecast to operate below the City’s LOS C standard during the AM or PM peak hour under buildout + project conditions. These intersections and the project’s additions are discussed below.

- Santa Rosa Road/Los Pueblos Drive: The intersection would operate in the LOS D range during the AM and PM peak hour. The project would reduce critical trips during the AM peak hour and add 1 trip to the critical movements during the PM peak hour, which is acceptable based on the City’s impact threshold of 30 per lane peak hour critical movement trips for LOS D.
- Pleasant Valley Road/U.S. 101 Southbound Ramps: The intersection would operate in the LOS D range during the AM and PM peak hour. The project would improve the level of service to LOS C during the AM peak hour and the project would add 10 trips to the critical movements of the intersection, 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 2017 Federal Transportation Improvement Program includes a project to widen the on-ramp and addition of turning lanes at the intersection to improve operations.
- Camino Ruiz/Verdugo Way: The intersection would operate in the LOS E range during the AM peak hour. The project would add 48 trips per lane to the critical movements of the intersection, which would exceed the City’s impact threshold of 20 per lane peak hour critical movement trips for LOS E. This is a potentially significant cumulative impact that will require further evaluation in an EIR.

TABLE 20 - BUILDOUT + PROJECT INTERSECTION LEVELS OF SERVICE

Intersection	Buildout LOS	Buildout + Project LOS	Significant Impact?
AM Peak Hour			
1. Mission Oaks Blvd. Adolfo Rd.	0.67/LOS B	0.66/LOS B	No
2. Santa Rosa Rd./Los Pueblos Dr.	0.85/LOS D	0.84/LOS D	No
3. Santa Rosa Rd./Adolfo Rd.	0.80/LOS C	0.80/LOS C	No
4. Santa Rosa Rd./Verdugo Way	0.76/LOS C	0.78/LOS C	No
5. Santa Rosa Rd./U.S. 101 NB Ramps	0.74/LOS C	0.75/LOS C	No
6. Pleasant Valley Rd./U.S. 101 SB Rps	0.81/LOS D	0.80/LOS C	No
7. Pleasant Valley Rd./Pancho Rd.	0.62/LOS B	0.62/LOS B	No
8. Camino Ruiz/Adolfo Rd. ¹	12.5 sec/LOS B	13.4 sec/LOS B	No
9. Camino Ruiz/Camino Ruiz ¹	20.3 sec/LOS C	33.3 sec/LOS E	Yes
PM Peak Hour			
1. Mission Oaks Blvd. Adolfo Rd.	0.61/LOS B	0.61/LOS B	No
2. Santa Rosa Rd./Los Pueblos Dr.	0.85/LOS D	0.85/LOS D	No
3. Santa Rosa Rd./Adolfo Rd.	0.72/LOS C	0.72/LOS C	No
4. Santa Rosa Rd./Verdugo Way	0.73/LOS C	0.73/LOS C	No
5. Santa Rosa Rd./U.S. 101 NB Ramps	0.72/LOS C	0.72/LOS C	No
6. Pleasant Valley Rd./U.S. 101 SB Rps	0.83/LOS D	0.83/LOS D	No
7. Pleasant Valley Rd./Pancho Rd.	0.69/LOS B	0.69/LOS B	No
8. Camino Ruiz/Adolfo Rd. ¹	21.4 sec/LOS C	21.5 sec/LOS C	No
9. Camino Ruiz/Camino Ruiz ¹	18.9 sec/LOS C	19.6 sec/LOS C	No

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

Bolded values exceeds City's LOS C standard.

Source of table data: Stantec, December 7, 2018.

Mitigation

The future and buildout conditions analyses found that the proposed project would generate a significant impact at the Camino Ruiz/Verdugo Way intersection. The intersection is controlled by stop signs on Camino Ruiz and would operate at LOS D during both AM and PM peak hours. Review of traffic signal

Explanation of Checklist Answers

- 17a No Impact.** As discussed previously under Section 5a, the site does not include any buildings, equipment, or resources that would be considered to be historical resources. Therefore, no impacts to historic resources would occur.
- 17b Less Than Significant With Mitigation.** As discussed previously under Section 5b, 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 development activities. As such, no impacts to known archaeological resources would occur with the proposed project. However, there is a remote possibility that archeological resources exist below the ground surface, and that these resources could be encountered during site preparation and excavation. While no further evaluation of this issue is recommended, implementation of mitigation measure CR-1 would ensure that any impacts to previously undiscovered archaeological resources would be reduced to a less than significant level.

Cumulative Impacts

Impacts to tribal 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 tribal cultural resources. The development of other sites within Camarillo could result in impacts to historic and/or prehistoric tribal 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

Mitigation measure CR-1 is applicable to this potential impact.

Mitigation Monitoring

The Department of Community Development shall verify that the construction-related measures required by mitigation measure CR-1 is included in the PVMWC's contract specifications for the construction of the new building and facilities.

Impact After Mitigation

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

18. 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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Answers

18a Less Than Significant Impact. The Camrosa Water District provides sewer service to the project area. Sewage from the project site vicinity is conveyed via sewer infrastructure to the Camrosa Wastewater Reclamation Facility located near Cal State Channel Islands. Wastewater at the Camrosa Wastewater Reclamation Facility 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 Camrosa Wastewater Reclamation Facility from meeting RWQCB requirements. Therefore, the potential impact of the project on wastewater standards would be less than significant.

- 18b Less Than Significant Impact.** The proposed project site is located within the service area of the Camrosa Water District. The project development would connect to a 12-inch water main located within Verdugo Way and a 10-inch main located within Camino Ruiz for potable water use. No off-site improvements in water infrastructure are needed to serve the proposed project. Based on this information, the proposed project would not require the construction of new or expanded water or wastewater facilities. The potential impact of the project would be less than significant.
- 18c Less Than Significant Impact.** As discussed in Section 9d of this Initial Study, the project site is presently divided into three stormwater drainage sub-areas with the water flowing to existing drains within Verdugo Way and Camino Ruiz. The proposed project would maintain these three drainage sub-areas and water would continue to flow towards the same existing drains; no additional connections to the existing storm drain facilities are proposed. According to the Preliminary Drainage Letter, the existing peak runoff for the 50-year storm event is approximately 60.1 cubic feet per second (cfs). The proposed project would provide a total impervious area of approximately 86%, a reduction of 9% in impervious area from the existing site condition. The reduction in impervious area would be achieved by the implementation of additional landscaped areas and proposed biofilters. Due to the reduction in impervious area, the existing flows resulting from the 50-year storm event would also be reduced. Therefore, the proposed project would not require the construction of new or expanded storm water facilities and the impact of the proposed project would be less than significant.
- 18d Less Than Significant Impact.** The proposed project site is located within the service area of the Camrosa Water District, which has provided potable water to the project site since around 1982. In response to severe reductions in State Water Project water availability, Camrosa's Board of Directors declared a moratorium on new development water services within the District's service area. The moratorium prohibits new water connections unless it can be substantiated that a new use would result in no unmitigated demand on potable, non-potable, and recycled water. As currently proposed, total water demand for the proposed project would be supplied by the Camrosa Water District through development of new potable water resources utilizing a water master plan prepared by the applicant. Approval and implementation of the water master plan would be required before the project could be constructed. Implementation of the water master plan would also ensure that the project would not impact existing water supplies.
- 18e Less Than Significant Impact.** As stated previously, the Camrosa Water District provides sewer service to the project area. Sewage from the project site vicinity is conveyed via sewer infrastructure to the Camrosa Wastewater Reclamation Facility located near Cal State Channel Islands. The Camrosa Wastewater Reclamation Facility has a current capacity of 1.5 million gallons per day (mgd) and a current average flow of approximately 1.3 mgd.

Based on the Camrosa Water District Sanitary Sewer Design and Construction Standards, the proposed residential uses would have an expected residential density and sewer load of 2.15 persons per multi-family unit and 100 gallons per day per capita, respectively. As such the proposed 386 units would be expected to generate an average of approximately 82,990 gpd of wastewater. As such, the Camrosa Wastewater Reclamation Facility has adequate capacity to treat the wastewater that would be generated by the proposed project. Therefore, the potential impact of the project on the Camrosa Wastewater Reclamation Facility would be less than significant.

18f-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:

- 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 21. As shown, the three landfills have approximately 2,251 tons of remaining capacity per day.

TABLE 21 - 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
Chiquita Canyon Sanitary Landfill	2019	6,000	4,086	1,914
Simi Valley Landfill & Recycling Center	2034	3,000	3,000	0
Toland Road Landfill	2027	1,500	1,163	337
Totals		10,500	8,249	2,251

Source of table data: California Department of Resources Recycling & Recovery (CalRecycle), October 2018.

All solid-waste-generating activities within the City of Camarillo are 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 2014, the City of Camarillo is diverting approximately 72% of its total solid waste from landfills.⁶

Using a generation rate of 0.46 tons per year of solid waste per multi-family residential unit, the 386 proposed residential units would generate approximately 177.56 tons per year or 0.49 ton per day of solid waste. Based on the information in Table 12, 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 0.49 ton 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.

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 Camrosa Wastewater Reclamation Facility has the capacity to accommodate growth within Camarillo and could do so while complying with RWQCB standards. 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 with regard to utilities and service systems.

Mitigation

None required.

Mitigation Monitoring

None required.

Impact After Mitigation

Not applicable.

⁶ Roger Pichardo email to Michelle D'Anna, December 27, 2018.

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

19a Less Than Significant with Mitigation. The proposed project site is located in an urban area that has been modified by a concrete drainage channel and previous development. The project site does not include any habitat that would support sensitive plant or animal species. However, several large ornamental trees are located along the northern and western perimeters of the site and the previous parking area of the site. The trees within the previous parking area would be removed and replaced as part of the project as would a few of the trees along Verdugo Way and Camino Ruiz (for health reasons or to accommodate a new driveway along Verdugo Way and the expanded corner plaza area). 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 BR-1 is required. With implementation of this measure, potential impacts related to sensitive species would be less than significant.

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 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 CR-1 and CR-2 would ensure that any impacts to previously undiscovered archaeological and paleontological resources would be reduced to a less than significant level.

- 19b Potentially 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 most cumulative impacts would not be considerable. However, there is the potential for the proposed project to contribute considerably to significant cumulative impacts associated with increased traffic volumes. This cumulative impact will be evaluated in an EIR.
- 19c Less Than Significant with Mitigation.** As noted throughout the analyses above, the proposed project would not result in any significant impacts human beings after the implementation of the mitigation measures identified herein.

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