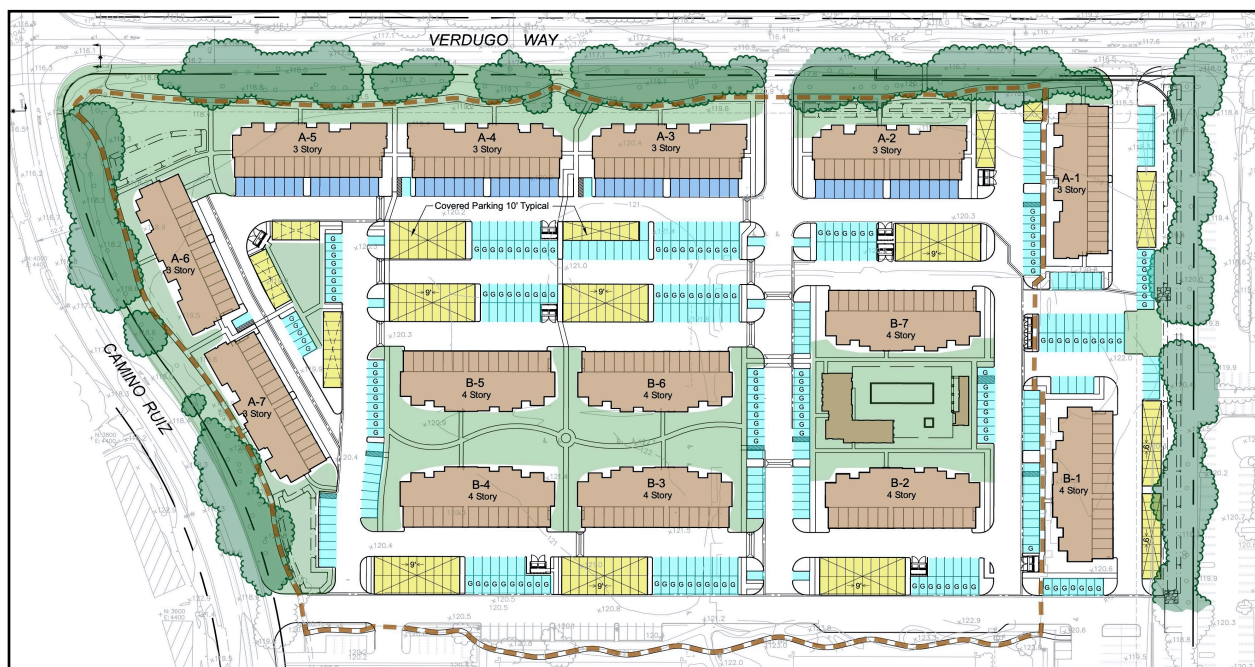


# DRAFT ENVIRONMENTAL IMPACT REPORT

for the

## CAMINO RUIZ APARTMENT COMMUNITY

SCH No. 2019039127 • EIR 2017-4 • GPA 2017-1/CZ-331/RPD-201



June 2020

Prepared by:



**CADENCE**  
ENVIRONMENTAL CONSULTANTS

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June 2020

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# INTRODUCTION

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

## **SUBJECT OF THIS EIR**

### **Project Site History**

The proposed project site consists of approximately 14 acres of land that had previously been developed with an office building, a light industrial building, 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 under IPD-63, but were unoccupied for the past several years. Both buildings were recently 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.

### **Proposed Project**

The project applicant is requesting approval from the City of Camarillo to change the land use designation of the project site from Industrial to High-Density Residential (18.1 - 30 dwelling units per acre), change the zoning of the site from L-M (Limited Manufacturing) to RPD-30U (Residential Planned Development 30 units per acre maximum), and permit the development of the site with 385 apartment units in 14 buildings. The development would consist of approximately 49 studio units, 203 one-bedroom units, and 133 two-bedroom units. The seven buildings along Camino Ruiz and Verdugo Way would be three stories in height while the seven interior buildings would be four stories. The buildings 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. Parking would be provided within enclosed garages, covered spaces, apron areas, and open parking areas. The requested actions would also require approval of a Residential Planned Development Permit.

## **PURPOSE OF AN EIR**

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

CEQA applies to all discretionary actions proposed to be carried out or approved by California public agencies, including state, regional, county, and local agencies. The proposed project requires discretionary approval from the City of Camarillo and is, therefore, subject to CEQA. For the purpose of CEQA compliance, the City of Camarillo is the “Lead Agency” for the proposed project. The Lead Agency is responsible for preparing the EIR in accordance with CEQA and the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines). As mandated by the CEQA Guidelines, this EIR has been subject to the City’s internal review process and reflects the City’s independent judgement and objectivity with regard to the scope, content, and adequacy of analysis.

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

- Camrosa Water District

## **EIR ADEQUACY**

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

...should be prepared with a sufficient degree of analysis to provide decision makers with information that enables them to make a decision that intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the

experts. The courts have looked not for perfection but for adequacy, completeness, and good faith effort at full disclosure.

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

## **EIR SCOPE AND CONTENT**

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

To determine the environmental issues that should be addressed in the Draft EIR, City of Camarillo Department of Community Development conducted a preliminary evaluation in an Initial Study of the potential environmental impacts that could occur with implementation of the proposed project. Based on this review, the City concluded that the project could have potentially significant impacts associated with the following environmental issue:

- Traffic and Circulation

The Initial Study is provided as Appendix A to this EIR. A summary of the analyses and conclusions of the Initial Study are provided in the Impacts Found to be Less Than Significant section of this EIR.

Input as to the scope of the Draft EIR was then obtained from interested public agencies and private parties through a Notice of Preparation of a Draft EIR (NOP) review process and public Draft EIR scoping meeting. The NOP was circulated for a 30-day review period beginning on March 22, 2019 and ending on April 22, 2019. The NOP is included with the Initial Study in Appendix A to this EIR and the letters received by the City of Camarillo in response to the NOP are included as Appendix B to this EIR.

The City of Camarillo Department of Community Development also conducted an EIR scoping meeting for the public in the City Council Chamber on April 9, 2019. Written comments that were submitted by people in attendance are included as Appendix C to this EIR.

The input provided through the NOP review period did not change the City’s proposed scope of the Draft EIR.

## TOPICS OF KNOWN CONCERN

A summary of the concerns identified in the letters submitted to the Department of Community Development in response to the NOP and during the EIR scoping meeting is provided in Table 1. As shown in Table 1, traffic congestion on local streets and U.S. Highway 101 is the primary concern of the general public that responded to the NOP and attended the EIR scoping meeting. These impacts are evaluated in the Transportation and Circulation section of this EIR.

**TABLE 1: ISSUES OF KNOWN CONCERN**

Commenting Entity	Issues of Concern
California Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	The EIR for the project has been assigned State Clearinghouse (SCH) Number 2019039127 and the state agencies that were informed about the project are identified.
California Department of Transportation	Traffic at the intersections where the level of service is expected to improve. Safe and accessible multimodal transportation.
California Native American Heritage Commission	Identifies the tribal consultation requirements for compliance with Senate Bill 18 and Assembly Bill 52.
Ventura County Air Pollution Control District	Estimation of construction-related air pollutant emissions and diesel particulate health risks from U.S. Highway 101.
Sherri Arriaga	Traffic and crime.
Alice Beumkas	Traffic and congestion, difficult grocery shopping.
Jeffrey Biggs	Traffic on U.S. Highway 101.
Janet Chamberlain	Traffic and congestion.
Brian Conley	No specific concerns identified.
Donelle Conley	Traffic and congestion.
Debbie Crofts	Infrastructure, intersection safety, freeway noise, pollution, school impacts, property values, safety and theft, and roadway parking.
Linda Galtress	Traffic and congestion.
James Graf	Traffic.
Daniel Graham	Traffic and impacts due to increased growth.
Sheila Hendrickson	Impacts to local traffic and shopping.
Alyce and Eric Jones	Traffic and congestion, and difficult shopping.
Jennifer Jones	Traffic, roadway safety, and loss of open space.
Simon Liversidge	Traffic and congestion.

TABLE 1: ISSUES OF KNOWN CONCERN

Commenting Entity	Issues of Concern
Lonsway Family	Traffic and congestion, and water supply.
Laura Martyniuk	Traffic and noise.
Mark Nuhfer	Traffic.
Jerry & Sharon Price	Traffic and congestion.
Lela Rosen	Traffic and congestion.
Sandra Rosenthal	Traffic and congestion, difficult grocery shopping.
Charlene Spector	Traffic and congestion, difficult grocery shopping.
J Spector	Traffic and congestion, and roadway access during emergencies.
Rosemary Spira	Traffic and access, and parking.
Jason Urcan	Traffic.
Kathy Wagner	Project parking on public streets.
Trisha Wymer	Traffic.

## ORGANIZATION OF THE EIR

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

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

**Executive Summary** — This section provides a summary of the analyses and conclusions presented in the body of this EIR, including the potential environmental impacts of the proposed project, the recommended mitigation measures, the level of significance after mitigation, and the unavoidable impacts of the project. Also contained within this section is a summary of alternatives to the proposed and their ability to reduce the significant impacts of the project.

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

**Project Description** — This section describes the project as proposed by the project applicant, outlines the objectives for the project, and identifies the approvals required by the City of Camarillo and other agencies for project implementation.

**Environmental Impact Analysis** — The Environmental Impact Analysis is the primary focus of the EIR. Separate discussions are provided to address the potential environmental impacts of the proposed project. Each section provides a discussion of existing conditions (environmental setting), identification of the thresholds of significance for that topic, an assessment of the impacts of the project in relation to the thresholds of significance, recommended mitigation measures, cumulative impacts, and a residual impact statement as to the effectiveness of the recommended mitigation measures.

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

**Preparers of the EIR** — This section identifies the individuals responsible for the preparation of this EIR.

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

## **PUBLIC PARTICIPATION**

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

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



significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.

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

John Novi, AICP, Senior Planner  
City of Camarillo Department of Community Development  
601 Carmen Drive  
Camarillo, CA 93010-0248  
Telephone: (805) 383-5361  
Fax: (805) 388-5388  
Email: jnovi@cityofcamarillo.org

A copy of the Draft EIR will also be made available for public review on the City's website ([http://www.cityofcamarillo.org/departments/community\\_development/pending\\_projects.php](http://www.cityofcamarillo.org/departments/community_development/pending_projects.php)) and at the counter for the City of Camarillo Department of Community Development at the address listed above. However, public access to the Draft EIR may only be available online and by appointment if City Hall remains closed in response to the COVID-19 emergency during the 45-day public review period.

Following the Draft EIR public review period and receipt of all written comments, the City of Camarillo will prepare a Final EIR. The Final EIR will provide additions and revisions to the Draft EIR as applicable, written responses to the written comments received by the City during the Draft EIR review period, and a Mitigation Monitoring and Reporting Program. Members of the public will also have additional opportunities to participate in the review of the proposed project through attendance at the public hearings before the City of Camarillo Planning Commission and City Council.

## **ISSUES TO BE RESOLVED**

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

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# EXECUTIVE SUMMARY

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

## PROJECT LOCATION

The proposed project site is located within the City of Camarillo in Ventura County. It is located at the southeastern corner of Verdugo Way and Camino Ruiz and is part of the Mission Oaks Business Park. 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. U.S. Highway 101 is approximately 300 feet to the south of the project site.

The proposed project site consists of approximately 14 acres of land that had previously been developed with an office building, a light industrial building, associated surface parking lot, and ornamental landscaping. The office and light industrial buildings were constructed beginning in 1982 under IPD-63, but were unoccupied for the past several years. Both buildings were recently demolished under a separate approval from the City of Camarillo.

## PROJECT OBJECTIVES

The primary objectives for the project, as set forth by the project applicant, are:

- Redevelopment of the approximately 14-acre site to High Density Residential for development of an apartment community at a walkable, infill location adjacent to retail shops, services and high-frequency VCTC bus service.
- Provision of rental housing opportunities for Mission Oaks Business Park employees who currently must commute from elsewhere in the city and beyond, potentially reducing vehicle miles traveled daily for employees of the Mission Oaks Business Park.
- Benefit the adjacent area by a significant reduction in peak-hour traffic generated by the site compared to the allowable office density under the existing zoning of the property.

- Addition of a public plaza at the intersection of Verdugo Way and Camino Ruiz to provide a highly usable daytime gathering space for employees of the nearby employers, enhancing the sense of “neighborhood” and connecting the business park with the retail district.
- Creation of a significant public greenbelt park and path along Verdugo Way with seating & gathering spaces to promote pedestrian safety and active outdoor use within the Mission Oaks Business Park.
- Provide for rental residential units to meet the anticipated demand for housing to be required within the City of Camarillo by the 2021-2028 Regional Housing Needs Assessment (RHNA) Cycle at a location that does not require the conversion of farmland within the City CURB. Further, there are very few potential locations within the City of Camarillo as appropriate for increased intensity of land use as this project site. Impacts to the adjacent and surrounding area would be less than redevelopment of the site as an allowed office park or logistics / distribution warehouse facility with increased large-truck traffic.

## **PROPOSED PROJECT**

The project applicant is requesting approval from the City of Camarillo to change the land use designation of the project site from Industrial to High-Density Residential (18.1 - 30 dwelling units per acre), change the zoning of the site from L-M (Limited Manufacturing) to RPD-30U (Residential Planned Development 30 units per acre maximum), and permit the development of the site with 385 apartment units in 14 buildings. The development would consist of approximately 49 studio units, 203 one-bedroom units, and 133 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. Parking would be provided within enclosed garages, covered spaces, apron areas, and open parking areas. The requested actions would also require approval of a Residential Planned Development Permit.

## **TOPICS OF KNOWN CONCERN**

To determine the environmental issues that should be addressed in the Draft EIR, City of Camarillo Department of Community Development conducted a preliminary evaluation in an Initial Study of the potential environmental impacts that could occur with implementation of the proposed project. Based on this review, the City concluded that the project could have potentially significant impacts associated with the following environmental issue:

- Traffic and Circulation

The City also conducted an EIR scoping meeting for the public in the City Council Chamber on April 9, 2019.

A summary of the potential significant environmental impacts of the project is provided in Table 2. As shown, the proposed project would not result in any unavoidable significant environmental impacts.

**TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Mitigation Measures	Residual Impacts
<b>Traffic and Circulation</b>		
<b>Intersection Levels of Service in Camarillo:</b> Implementation of the proposed project would significantly impact future levels of service at one intersection within the City of Camarillo.	TC-1 Prior to the issuance of certificates of occupancy for more than 300 residential units at the project site, the project applicant shall install a traffic signal at the Camino Ruiz/Verdugo Way intersection. The cost of the signal installation may be reduced to the applicant if applicable fees are available from other developers that are responsible for a portion of the signal funding. Any outside funding contributions will be determined by the City of Camarillo Public Works Department.	Less than significant impact.
<b>Potential Impacts to CMP Facilities:</b> Implementation of the proposed project would not conflict with an applicable congestion management program for designated roads or highways.	No mitigation is required or recommended.	Less than significant impact.
<b>Vehicular and Pedestrian Hazards:</b> Implementation of the proposed project would not substantially increase hazards due to a design feature or incompatible uses.	No mitigation is required or recommended.	Less than significant impact.
<b>Public Transit, Bicycle, and Pedestrian Facility Programs:</b> Implementation of the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facility, or otherwise decrease the performance or safety of such facilities.	No mitigation is required or recommended.	Less than significant impact.
<b>Impacts Not Found to be Potentially Significant</b>		
<b>Aesthetics:</b> The proposed project would not have a substantial adverse effect on a scenic vista.	No mitigation is required or recommended.	Less than significant impact.
<b>Aesthetics:</b> 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.	No mitigation is required or recommended.	No impact.

TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
<b>Aesthetics:</b> The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.	No mitigation is required or recommended.	Less than significant impact.
<b>Aesthetics:</b> Construction of the proposed project could create a new source of substantial light or glare which could adversely affect day or nighttime views in the area.	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 and the project site.	Less than significant impact.
<b>Agriculture and Forestry Resources:</b> The project would not 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.	No mitigation is required or recommended.	No impact.
<b>Agriculture and Forestry Resources:</b> The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract.	No mitigation is required or recommended.	No impact.
<b>Agriculture and Forestry Resources:</b> The project would not 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)).	No mitigation is required or recommended.	No impact.
<b>Agriculture and Forestry Resources:</b> The project would not result in the loss of forest land or conversion of forest land to non-forest use.	No mitigation is required or recommended.	No impact.
<b>Agriculture and Forestry Resources:</b> The project would not 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.	No mitigation is required or recommended.	No impact.

**TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Mitigation Measures	Residual Impacts
<b>Air Quality:</b> Implementation of the proposed project would not conflict with or obstruct implementation of the 2016 Air Quality Management Plan.	No mitigation is required or recommended.	Less than significant impact.
<b>Air Quality:</b> Implementation of the proposed project would generate new sources of air pollutants during project construction activities.	<p>AQ-1 All developers of new buildings at the project site shall implement fugitive dust control measures throughout all phases of construction. The project developers shall include in construction contracts the control measures required and recommended by the VCAPCD at the time of development. Examples of the types of measures currently required and recommended include the following:</p> <ul style="list-style-type: none"> <li>• Minimize the area disturbed on a daily basis by clearing, grading, earthmoving, and/or excavation operations.</li> <li>• Pre-grading/excavation activities shall include watering the area to be graded or excavated before the commencement of grading or excavation operations. Application of water should penetrate sufficiently to minimize fugitive dust during these activities.</li> <li>• All trucks shall be required to cover their loads as required by California Vehicle Code §23114.</li> <li>• All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary.</li> <li>• Material stockpiles shall be enclosed, covered, stabilized, or otherwise treated, to prevent blowing fugitive dust offsite.</li> </ul>	Less than significant impact.

**TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Mitigation Measures	Residual Impacts
	<ul style="list-style-type: none"><li>• Graded and/or excavated inactive areas of the construction site shall be monitored by a city-designated monitor at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.</li><li>• Signs shall be posted on-site limiting on-site traffic to 15 miles per hour or less.</li><li>• During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the VCAPCD is determining when winds are excessive.</li><li>• Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.</li><li>• 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.</li></ul>	



**TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Mitigation Measures	Residual Impacts
	<p>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 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:</p> <ul style="list-style-type: none"> <li>• Maintain all construction equipment in good condition and in proper tune in accordance with manufacturer's specifications.</li> <li>• Limit truck and equipment idling time to five minutes or less.</li> <li>• 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.</li> <li>• Heavy equipment used for grading and utilities installation shall use engines with a minimum diesel rating of Tier 3.</li> </ul>	
<b>Air Quality:</b> The daily operational emissions generated by the proposed project would not exceed the thresholds of significance recommended by the VCAPCD.	No mitigation is required or recommended.	Less than significant impact.
<b>Air Quality:</b> The daily construction-related emissions generated by the proposed project would exceed the thresholds of significance recommended by the VCAPCD and, therefore, would generate a cumulatively considerable net increase of criteria pollutants.	Mitigation measures AQ-1 and AQ-2 would be applicable to this impact.	Less than significant impact.
<b>Air Quality:</b> The daily operational emissions generated by the project would not exceed the thresholds of significance recommended by the VCAPCD and would not generate a cumulatively considerable net increase of criteria pollutants.	No mitigation is required or recommended.	Less than significant impact.

**TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Mitigation Measures	Residual Impacts
<b>Air Quality:</b> The project would not generate emissions that expose sensitive receptors to substantial pollutant concentrations.	No mitigation is required or recommended.	Less than significant impact.
<b>Air Quality:</b> The Ventura freeway could expose sensitive receptors at the project site to substantial toxic air contaminant concentrations.	<p>AQ-3 Forced air ventilation with filter screens on outside air intake ducts shall be provided for all residential units at the project site. The filter screens shall be capable of removing at least 95% of the particulate matter including fine particulate matter (PM<sub>2.5</sub>). The property management shall be responsible for maintaining the filter screens on an appropriate regular basis. In addition, a notice of the diesel particulates risk hazard and the need for screen maintenance shall be placed in the property title.</p> <p>AQ-4 Windows and doors for all residential units at the project site shall be fully weatherproofed with caulking and weather-stripping that is rated to last at least 20 years.</p>	Less than significant impact.
<b>Air Quality:</b> The proposed project would not create objectionable odors affecting a substantial number of people	No mitigation is required or recommended.	Less than significant impact.

TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES

Environmental Impacts	Mitigation Measures	Residual Impacts
<p><b>Biological Resources:</b> Construction of the proposed project could have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.</p>	<p>BR-1 To avoid potential significant impacts to nesting birds, including migratory birds and raptors, one of the following shall be implemented by the developers of the proposed project:</p> <ul style="list-style-type: none"> <li>• Conduct tree removal associated with construction from September 1<sup>st</sup> through January 31<sup>st</sup>, when birds are not nesting.</li> </ul> <p>OR...</p> <ul style="list-style-type: none"> <li>• 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 shall conduct weekly pre-removal bird surveys no more than 30 days prior to tree removal to provide confirmation on the presence or absence of active nests in the affected trees. The last survey should be conducted no more than three days prior to the tree removal. If active nests are encountered, removal of the affected trees shall be deferred until the young birds have fledged and there is no evidence of a second attempt at nesting. A minimum buffer of 300 feet (500 feet for raptor nests) or as determined by a qualified biologist shall be maintained during construction depending on the species and location. A copy of the buffer plan shall be provided to the Department of Community Development prior to fencing. The perimeter of the nest-setback zone shall be fenced or adequately demarcated with staked flagging at 20-foot intervals, and construction personnel and activities restricted from the area. Construction personnel should be instructed on the sensitivity of the area. A survey report by the qualified biologist documenting and verifying compliance with the mitigation and with applicable state and federal regulations protecting birds shall be submitted to the Department of Community Development prior to the issuance of a grading permit. The qualified biologist shall serve as a construction monitor during those periods when construction activities would occur near active nest areas to ensure that no inadvertent impacts on these nests would occur.</li> </ul>	<p>Less than significant impact.</p>

**TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Mitigation Measures	Residual Impacts
<b>Biological Resources:</b> The proposed project would not 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.	No mitigation is required or recommended.	No impact.
<b>Biological Resources:</b> The proposed project would not 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.	No mitigation is required or recommended.	No impact.
<b>Biological Resources:</b> 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 mitigation is required or recommended.	No impact.
<b>Biological Resources:</b> The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	No mitigation is required or recommended.	No impact.
<b>Biological Resources:</b> The proposed project would not conflict with the provisions of an adopted habitat conservation plan, Natural community conservation plan, or other approved local, regional, or state habitat conservation plan.	No mitigation is required or recommended.	No impact.
<b>Cultural Resources:</b> The project would not cause a substantial adverse change in the significance of a historical resource as defined in §15064.5	No mitigation is required or recommended.	No impact.

**TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Mitigation Measures	Residual Impacts
<p><b>Cultural Resources:</b> There is a remote possibility that archeological resources may exist below the ground surface and that these resources could be encountered during site grading and trenching.</p>	<p>CR-1 The project developers shall include in construction contracts the requirement that construction activities be halted if any archaeological materials are encountered during the course of project development. The services of a professional archaeologist shall be secured by contacting the Center for Public Archaeology – California State University Fullerton, or a member of the Society of Professional Archaeologists (SOPA) or a SOPA-qualified archaeologist to assess the resources and evaluate the impact.</p> <p>In the event that cultural resources are discovered, the handling will differ depending on the nature of the artifacts. However, it is understood that all artifacts with the exception of human remains and related grave goods or sacred objects belong to the property owner. All artifacts discovered at the development site shall be inventoried and analyzed by the professional archaeologist. In the event that the archaeologist identifies resources of a prehistoric or Native American origin, a Native American observer of Chumash origin shall be retained to accompany the archaeologist for the duration of the grading phase to help analyze the Native American artifacts for identification as everyday life and/or religious or sacred items, cultural affiliation, temporal placement, and function, as deemed possible. All items found in association with Native American human remains will be considered grave goods or sacred in origin and subject to special handling pursuant to State law. The remainder of the Native American artifact assemblage will be inventoried, analyzed, and prepared in a manner for reburial at the project site and/or curation, and the archaeological consultant will deliver the materials to an accredited curation facility approved by the City of Camarillo within a reasonable amount of time.</p> <p>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.</p>	<p>Less than significant impact.</p>

**TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Mitigation Measures	Residual Impacts
	A report of findings, including an itemized inventory of recovered artifacts, shall be prepared upon completion of the steps outlined above. The report shall include a discussion of the significance of all recovered artifacts. The report and inventory, when submitted to the City of Camarillo Department of Community Development and the UCLA Archaeological Information Center, will signify completion of the program to mitigate impacts to archaeological and/or cultural resources.	
<b>Cultural Resources:</b> 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.	CR-2 The project developer shall include in construction contracts the requirement that the project be halted if any paleontological materials are encountered during the course of project development. The services of a paleontologist shall be secured by contacting the Center for Public Paleontology, which can be found at the following universities; USC, UCLA, California State University at Los Angeles, or California State University at Long Beach, to assess the resources and evaluate the impact. Copies of the paleontological survey, study, or report shall be submitted to the Department of Community Development.	Less than significant impact.
<b>Cultural Resources:</b> The project would not disturb any human remains, including those interred outside of formal cemeteries.	No mitigation is required or recommended.	Less than significant impact.
<b>Geology and Soils:</b> 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	No mitigation is required or recommended.	Less than significant impact.
<b>Geology and Soils:</b> The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.	No mitigation is required or recommended.	Less than significant impact.

**TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Mitigation Measures	Residual Impacts
<b>Geology and Soils:</b> The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction.	No mitigation is required or recommended.	Less than significant impact.
<b>Geology and Soils:</b> The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides.	No mitigation is required or recommended.	No impact.
<b>Geology and Soils:</b> The proposed project would not result in substantial soil erosion or the loss of topsoil.	No mitigation is required or recommended.	Less than significant impact.
<b>Geology and Soils:</b> The proposed project would not 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.	No mitigation is required or recommended.	Less than significant impact.
<b>Geology and Soils:</b> The proposed project would not 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.	No mitigation is required or recommended.	No impact.
<b>Geology and Soils:</b> The proposed project would not 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.	No mitigation is required or recommended.	No impact.
<b>Greenhouse Gas Emissions:</b> The proposed project would generate greenhouse gas emissions, but these emissions would not have a significant effect on the environment.	No mitigation is required or recommended.	Less than significant impact.
<b>Greenhouse Gas Emissions:</b> The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	No mitigation is required or recommended.	Less than significant impact.

**TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Mitigation Measures	Residual Impacts
<b>Hazards and Hazardous Materials:</b> The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	No mitigation is required or recommended.	Less than significant impact.
<b>Hazards and Hazardous Materials:</b> The project would not 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.	No mitigation is required or recommended.	Less than significant impact.
<b>Hazards and Hazardous Materials:</b> The 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	No mitigation is required or recommended.	No impact.
<b>Hazards and Hazardous Materials:</b> The project would not 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.	No mitigation is required or recommended.	No impact.
<b>Hazards and Hazardous Materials:</b> The project site is located within the general flight paths of Camarillo Airport and Naval Base Ventura County, but is not located airport land use plan areas and outer safety zones for these airports and would not result in a safety hazard for people residing or working in the project area.	No mitigation is required or recommended.	No impact.
<b>Hazards and Hazardous Materials:</b> The project site is not within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the project area.	No mitigation is required or recommended.	No impact.
<b>Hazards and Hazardous Materials:</b> The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	No mitigation is required or recommended.	Less than significant impact.



**TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Mitigation Measures	Residual Impacts
<b>Hazards and Hazardous Materials:</b> The project would not 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.	No mitigation is required or recommended.	No impact.
<b>Hydrology and Water Quality:</b> The project would not violate any water quality standards or waste discharge requirements.	No mitigation is required or recommended.	Less than significant impact.
<b>Hydrology and Water Quality:</b> The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (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).	No mitigation is required or recommended.	Less than significant impact.
<b>Hydrology and Water Quality:</b> The proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite.	No mitigation is required or recommended.	Less than significant impact.
<b>Hydrology and Water Quality:</b> The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite.	No mitigation is required or recommended.	Less than significant impact.
<b>Hydrology and Water Quality:</b> The project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff.	No mitigation is required or recommended.	Less than significant impact.

**TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Mitigation Measures	Residual Impacts
<b>Hydrology and Water Quality:</b> The project would not otherwise substantially degrade water quality.	No mitigation is required or recommended.	No impact.
<b>Hydrology and Water Quality:</b> The project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.	No mitigation is required or recommended.	Less than significant impact.
<b>Hydrology and Water Quality:</b> The project would not place within a 100-year flood hazard area structures which would impede or redirect flood flows.	No mitigation is required or recommended.	Less than significant impact.
<b>Hydrology and Water Quality:</b> The project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam.	No mitigation is required or recommended.	Less than significant impact.
<b>Hydrology and Water Quality:</b> The project would not be subject to potential inundation by seiche, tsunami, or mudflow.	No mitigation is required or recommended.	No impact.
<b>Land Use and Planning:</b> The project would not physically divide an established community.	No mitigation is required or recommended.	No impact.
<b>Land Use and Planning:</b> The project would not 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.	No mitigation is required or recommended.	Less than significant impact.
<b>Land Use and Planning:</b> The project would not conflict with any applicable habitat conservation plan or natural community conservation plan.	No mitigation is required or recommended.	No impact.
<b>Mineral Resources:</b> The project would not 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.	No mitigation is required or recommended.	No impact.

**TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Mitigation Measures	Residual Impacts
<b>Mineral Resources:</b> The project would not 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.	No mitigation is required or recommended.	No impact.
<b>Noise:</b> The project would not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	No mitigation is required or recommended.	Less than significant impact.
<b>Noise:</b> Construction and operation of the project would not result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	No mitigation is required or recommended.	Less than significant impact.
<b>Noise:</b> Operation of the project would not result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	No mitigation is required or recommended.	Less than significant impact.
<b>Noise:</b> Construction of the project would not result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	No mitigation is required or recommended.	Less than significant impact.
<b>Noise:</b> The project site is located within the general flight paths of Camarillo Airport and Naval Base Ventura County, but is located outside of the airport land use plan areas and 60 dBA CNEL noise contours for these airports. As such, it would not expose people residing or working in the project area to excessive noise levels.	No mitigation is required or recommended.	Less than significant impact.
<b>Noise:</b> The project site is not within the vicinity of a private airstrip and would the project expose people residing or working in the project area to excessive noise levels.	No mitigation is required or recommended.	No impact.

**TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Mitigation Measures	Residual Impacts
<b>Population and Housing:</b> The project would not 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).	No mitigation is required or recommended.	Less than significant impact.
<b>Population and Housing:</b> The project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.	No mitigation is required or recommended.	No impact.
<b>Population and Housing:</b> The project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	No mitigation is required or recommended.	No impact.
<b>Public Services:</b> The project would not 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 fire protection.	No mitigation is required or recommended.	Less than significant impact.
<b>Public Services:</b> The project would not 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 police protection.	No mitigation is required or recommended.	Less than significant impact.

**TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Mitigation Measures	Residual Impacts
<b>Public Services:</b> The project would not 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 schools.	No mitigation is required or recommended.	Less than significant impact.
<b>Public Services:</b> The project would not 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 parks.	No mitigation is required or recommended.	Less than significant impact.
<b>Public Services:</b> The project would not 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 other public facilities.	No mitigation is required or recommended.	Less than significant impact.
<b>Recreation:</b> The project would not 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.	No mitigation is required or recommended.	Less than significant impact.
<b>Recreation:</b> The project would include recreational facilities but would not require the construction or expansion of recreational facilities off site which might have an adverse physical effect on the environment.	No mitigation is required or recommended.	Less than significant impact.

**TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Mitigation Measures	Residual Impacts
<b>Transportation/Traffic:</b> The project would not 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.	No mitigation is required or recommended.	No impact.
<b>Transportation/Traffic:</b> The project would not result in inadequate emergency access.	No mitigation is required or recommended.	Less than significant impact.
<b>Tribal Cultural Resources:</b> The project would not cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	No mitigation is required or recommended.	No impact.
<b>Tribal Cultural Resources:</b> The project could cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.	Mitigation measure CR-1 is applicable to this impact.	Less than significant impact.
<b>Utilities and Service Systems:</b> The project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	No mitigation is required or recommended.	Less than significant impact.

**TABLE 2 - SUMMARY OF PROJECT IMPACTS AND MITIGATION MEASURES**

Environmental Impacts	Mitigation Measures	Residual Impacts
<b>Utilities and Service Systems:</b> The project would not 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.	No mitigation is required or recommended.	Less than significant impact.
<b>Utilities and Service Systems:</b> The project would not 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.	No mitigation is required or recommended.	Less than significant impact.
<b>Utilities and Service Systems:</b> The project would not 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.	No mitigation is required or recommended.	Less than significant impact.
<b>Utilities and Service Systems:</b> The project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.	No mitigation is required or recommended.	Less than significant impact.
<b>Utilities and Service Systems:</b> The project would comply with federal, state, and local statutes and regulations related to solid waste.	No mitigation is required or recommended.	Less than significant impact.

## PROJECT ALTERNATIVES

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

### No Project Alternative

Under the No Project Alternative, the proposed project would not be constructed and the site would temporarily remain as an undeveloped site. However, it is reasonably foreseeable that another application would be submitted to the City of Camarillo in the near future requesting approval to develop the site

with industrial uses to the extent permitted by the LM (Limited Manufacturing) zone. Therefore, the No Project Alternative would not preclude development of the project site; it would instead temporarily delay to a later date the development of the site with new industrial uses. Under the existing zoning restrictions, a new R&D building of up to 303,395 square feet could be developed at the site under a site plan review approval.

The potential impacts associated with general site development would be the same as those caused by the proposed project. Therefore, the No Project Alternative would delay, but not eliminate or reduce, the less than significant environmental impact associated with the proposed project. The primary potentially significant impact associated with the project is related to traffic delay at the Camino Ruiz/Verdugo Way intersection. A new R&D building would generate 111 more daily trips, 170 more AM peak hour trips, and 91 more PM peak hour trips than the proposed project. As a result, it would create more congestion than the proposed project. By generating more daily trips, it would also generate more air pollutant emissions than the proposed project.

This alternative would also not meet the following objectives for the proposed project:

- Redevelopment of the approximately 14-acre site to High Density Residential for development of an apartment community at a walkable, infill location adjacent to retail shops, services and high-frequency VCTC bus service.
- Provision of rental housing opportunities for Mission Oaks Business Park employees who currently must commute from elsewhere in the city and beyond, potentially reducing vehicle miles traveled daily for employees of the Mission Oaks Business Park.
- Benefit the adjacent area by a significant reduction in peak-hour traffic generated by the site compared to the allowable office density under the existing zoning of the property.
- Provide for rental residential units to meet the anticipated demand for housing to be required within the City of Camarillo by the 2021-2028 Regional Housing Needs Assessment (RHNA) Cycle at a location that does not require the conversion of farmland within the City CURB. Further, there are very few potential locations within the City of Camarillo as appropriate for increased intensity of land use as this project site. Impacts to the adjacent and surrounding area would be less than redevelopment of the site as an allowed office park or logistics/distribution warehouse facility with increased large-truck traffic.

Another potential alternative that could be expected to occur under the existing Industrial and LM designations for the site is an office development similar to other office buildings within the Mission Oaks Business Park. This development could also be constructed up to 303,395 square feet. A new office building would generate 440 more daily trips, 361 more AM peak hour trips, and 404 more PM peak hour trips than the proposed project. As a result, it would also create more congestion than the proposed



project or the R&D alternative. By generating more daily trips, it would also generate more air pollutant emissions than the proposed project or the R&D alternative.

This alternative would also not meet the following objectives for the proposed project:

- Redevelopment of the approximately 14-acre site to High Density Residential for development of an apartment community at a walkable, infill location adjacent to retail shops, services and high-frequency VCTC bus service.
- Provision of rental housing opportunities for Mission Oaks Business Park employees who currently must commute from elsewhere in the city and beyond, potentially reducing vehicle miles traveled daily for employees of the Mission Oaks Business Park.
- Benefit the adjacent area by a significant reduction in peak-hour traffic generated by the site compared to the allowable office density under the existing zoning of the property.
- Provide for rental residential units to meet the anticipated demand for housing to be required within the City of Camarillo by the 2021-2028 Regional Housing Needs Assessment (RHNA) Cycle at a location that does not require the conversion of farmland within the City CURB. Further, there are very few potential locations within the City of Camarillo as appropriate for increased intensity of land use as this project site. Impacts to the adjacent and surrounding area would be less than redevelopment of the site as an allowed office park or logistics/distribution warehouse facility with increased large-truck traffic.

## **Reduced Density Traffic Alternative**

The Reduced Density Traffic Alternative assumes the development of only 300 apartment units. This would eliminate the significant impact at the Camino Ruiz/Verdugo Way intersection. This alternative also assumes that the entire site would be utilized rather than leaving any area undeveloped and available for additional future development. As such, the potential impacts associated with site disturbance and alteration would be the same as those of the proposed project.

The Reduced Density Traffic Alternative would also result in a substantial underutilization of the project site compared to the City's adopted plans and expectations for the site. By building less building space than permitted under the proposed land use designations for the site, this alternative could induce faster growth on other properties in the City.

## **Alternative Site**

The evaluation of an alternative site is generally practical for new infrastructure projects or other projects that do not need to be developed at a site that is owned by a particular project developer. It is generally less applicable to new infill general development projects such as the proposed project. In the case of this proposed project, the project applicant could, in theory, purchase another property within Camarillo that

is designated for residential uses. However, development at an alternative site would not meet the following objectives for the project:

- Redevelopment of the approximately 14-acre site to High Density Residential for development of an apartment community at a walkable, infill location adjacent to retail shops, services and high-frequency VCTC bus service.
- Provision of rental housing opportunities for Mission Oaks Business Park employees who currently must commute from elsewhere in the city and beyond, potentially reducing vehicle miles traveled daily for employees of the Mission Oaks Business Park.
- Benefit the adjacent area by a significant reduction in peak-hour traffic generated by the site compared to the allowable office density under the existing zoning of the property.

# ENVIRONMENTAL SETTING

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

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

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

## REGIONAL SETTING

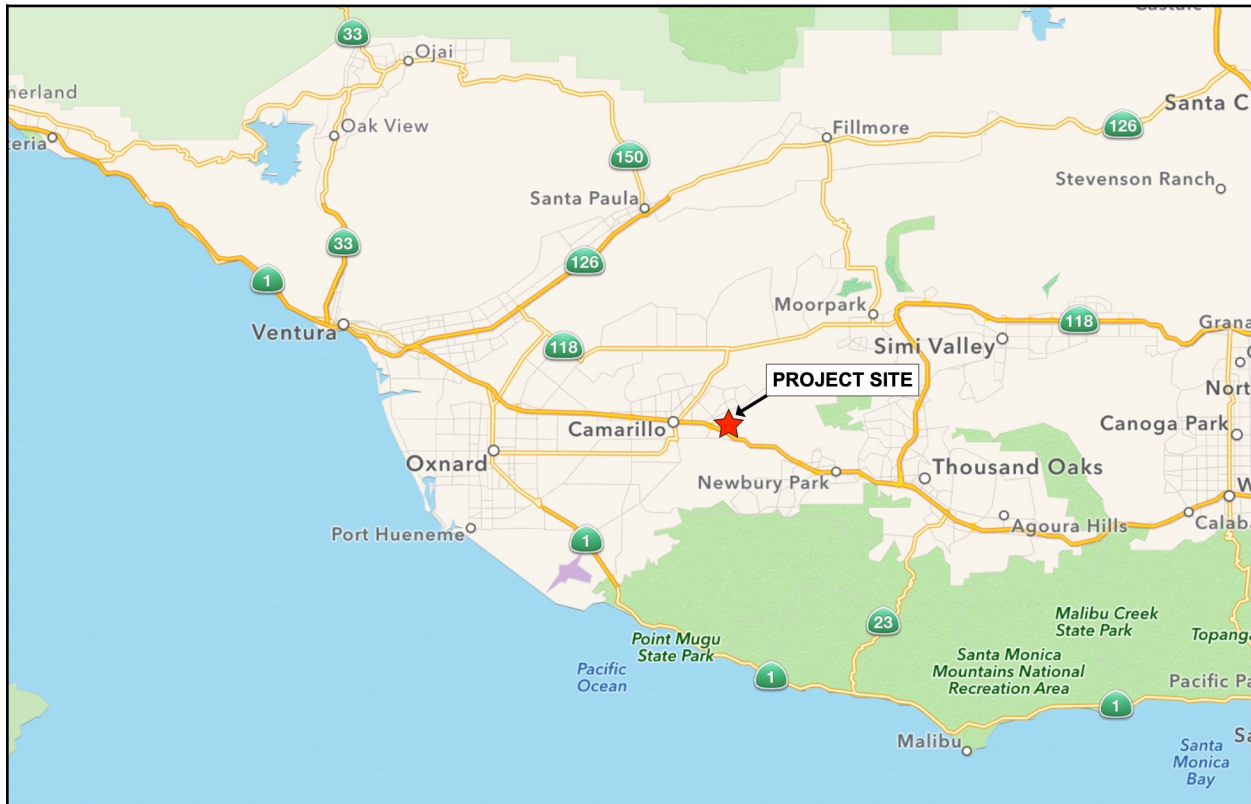
### Project Site Location

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.

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

feet above mean sea level. The topographic relief in Camarillo's planning area<sup>1</sup> is more diverse, however, with slopes ranging from approximately 30 feet above mean sea level in the relatively flat lands of the Oxnard Plain to approximately 1,814 feet above mean sea level along the extremely steep rise of the Santa Monica Mountains.

FIGURE 1 - REGIONAL LOCATION MAP



Camarillo has a mild Mediterranean-type climate with year round temperatures averaging in the low 70 degree range (Fahrenheit). Typically, precipitation averages approximately 16 inches per year. Fog and damp air frequently occur due to the proximity to the Pacific Ocean approximately nine miles to the southwest of the city, although “Santa Ana” conditions bring dry warm winds during the fall and winter. Air pollution levels in southern Ventura County are affected by a temperature inversion<sup>2</sup> and low average wind speeds.

A variety of land uses, such as agricultural, residential, commercial, office, and industrial occur within the city, which covers approximately 12,640 acres (19.75 square miles) within its incorporated boundary. Agricultural uses are typically found in the southern part of the city and are composed primarily of row crops including a variety of vegetables and fruits. Residential uses are located throughout the city, but

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

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

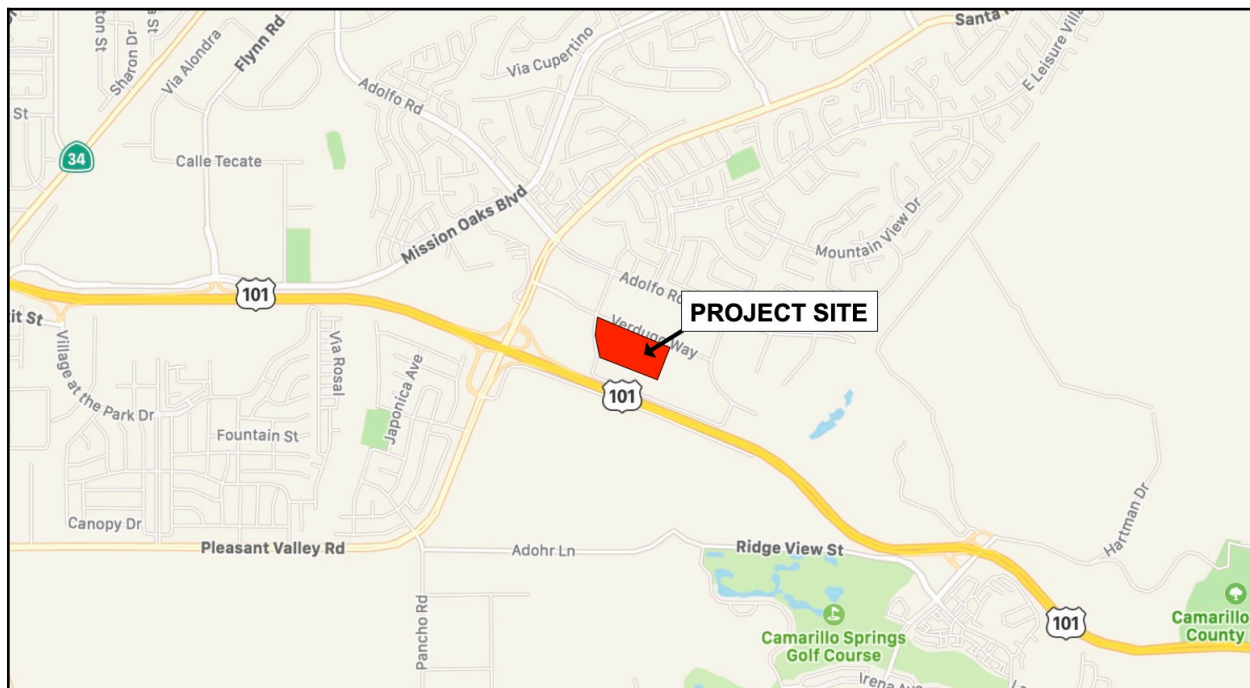
mostly north of the Ventura Freeway. Commercial and office uses generally occur in business districts and shopping centers along the Ventura Freeway and major arterials, such as Ventura Boulevard, Carmen Drive and Arneill Road. Industrial uses are primarily located along the railroad right-of-way in the central and eastern portions of the city and consist of manufacturing, research and development, and agriculturally-oriented industries.

Regional vehicular access to 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.

## LOCAL SETTING

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



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 and residential townhomes. 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 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



## DESCRIPTION OF THE PROJECT SITE

The proposed project site consists of approximately 14 acres of land that had previously been developed with an office building, a light industrial building, 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 under IPD-63, but were unoccupied for the past several years. Both buildings were recently 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.

## **CURRENT LAND USE AND ZONING DESIGNATIONS**

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

## **UTILITIES AND INFRASTRUCTURE**

The proposed project site is located within the service area of the Camrosa Water District. The closest potable water lines to the project site are a 12-inch water main located within Verdugo Way and a 10-inch water main located within Camino Ruiz.

Wastewater from the project area is also treated by the Camrosa Water District, which operates and maintains the Camrosa Wastewater Reclamation Facility located near Cal State Channel Islands. The closest sewer lines to the project site are an eight-inch sewer main located within Verdugo Way and an eight-inch sewer main located within Camino Ruiz.

## **RELATED PROJECTS**

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

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

- A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
- B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

This EIR utilizes the City of Camarillo’s Monthly Report from April 2020 to identify the projects that have been recently completed, are under construction, approved, or pending as a list of related projects

throughout Camarillo. This date was selected since that was the timeframe that the NOP was prepared and the baseline traffic conditions were evaluated for the project. The April 2020 Monthly Report is included as Appendix D to this EIR.



# PROJECT DESCRIPTION

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

## PROJECT APPLICANT

The applicant for the proposed project is as follows:

Camino Ruiz LLC & ZDI, Inc.  
16509 Saticoy Street  
Van Nuys, CA 91406

## PROJECT OBJECTIVES

The primary objectives for the project, as set forth by the project applicant, are:

- Redevelopment of the approximately 14-acre site to High Density Residential for development of an apartment community at a walkable, infill location adjacent to retail shops, services and high-frequency VCTC bus service.
- Provision of rental housing opportunities for Mission Oaks Business Park employees who currently must commute from elsewhere in the city and beyond, potentially reducing vehicle miles traveled daily for employees of the Mission Oaks Business Park.
- Benefit the adjacent area by a significant reduction in peak-hour traffic generated by the site compared to the allowable office density under the existing zoning of the property.
- Addition of a public plaza at the intersection of Verdugo Way and Camino Ruiz to provide a highly usable daytime gathering space for employees of the nearby employers, enhancing the sense of “neighborhood” and connecting the business park with the retail district.
- Creation of a significant public greenbelt park and path along Verdugo Way with seating & gathering spaces to promote pedestrian safety and active outdoor use within the Mission Oaks Business Park.

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

- Provide for rental residential units to meet the anticipated demand for housing to be required within the City of Camarillo by the 2021-2028 Regional Housing Needs Assessment (RHNA) Cycle at a location that does not require the conversion of farmland within the City CURB. Further, there are very few potential locations within the City of Camarillo as appropriate for increased intensity of land use as this project site. Impacts to the adjacent and surrounding area would be less than redevelopment of the site as an allowed office park or logistics/distribution warehouse facility with increased large-truck traffic.

## PROJECT CHARACTERISTICS

### Development Concept

The project applicant is requesting approval from the City of Camarillo to change the General Plan Land Use designation of the project site from Industrial to High-Density Residential (18.1 - 30 dwelling units per acre) and permit the development of the site with 385 apartment units in 14 buildings as illustrated in the proposed site plan (Figure 4). The development would consist of approximately 49 studio units, 203 one-bedroom units, and 133 two-bedroom units. The seven buildings along Camino Ruiz and Verdugo Way would be three stories in height while the seven interior buildings would be four stories. The buildings 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 as illustrated in Figures 5 and 6 for the three-story and four-story buildings, respectively. Parking would be provided within enclosed garages, covered spaces, apron areas, and open parking areas. The requested actions would also necessitate change of zone from L-M to RPD-30U (Residential Planned Development 30 units per acre maximum) and approval of a Residential Planned Development Permit.

The landscape area along the perimeter of the site would be preserved, but a meandering sidewalk would be installed within this area. The northwestern corner of the property would be developed into an active use corner plaza park area while the landscape area along Verdugo Way would be expanded to approximately 60 feet to provide a linear park with a meandering sidewalk. 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.

FIGURE 4 - PROPOSED SITE PLAN

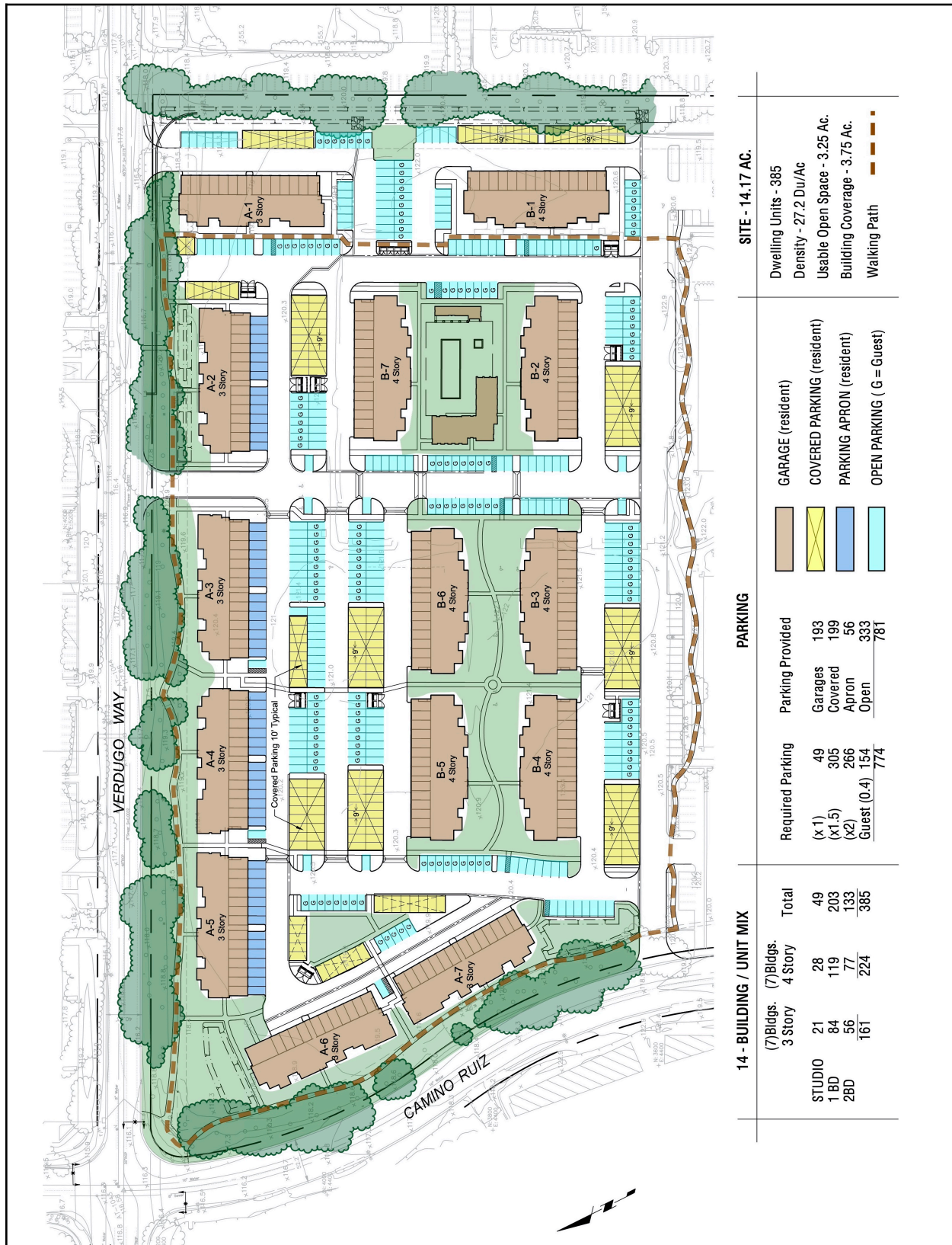
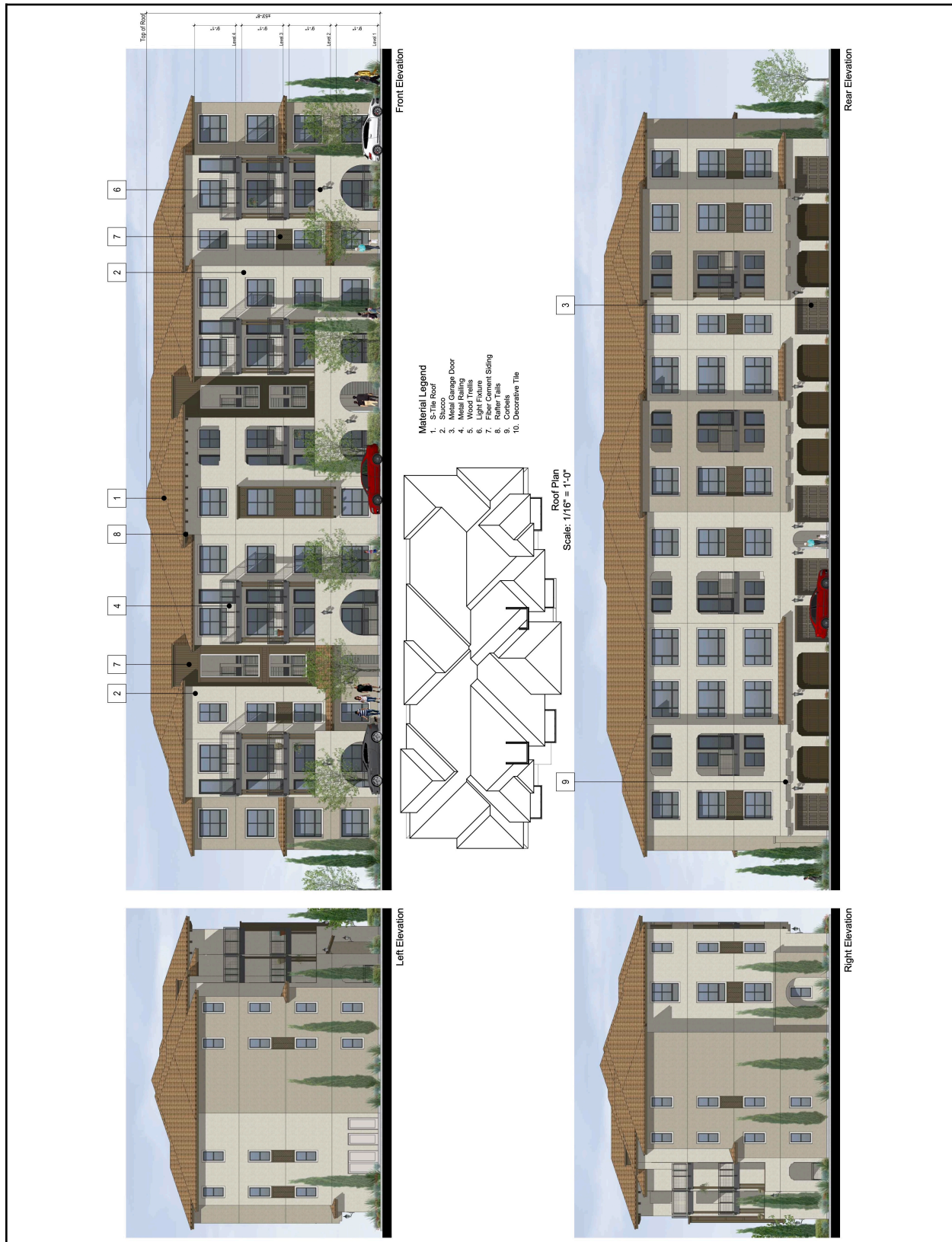


FIGURE 5 - THREE-STORY BUILDING ELEVATIONS





FIGURE 6 - FOUR-STORY BUILDING ELEVATIONS



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 774 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 an eight-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 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; three additional connections to the existing storm drain facilities are proposed. Stormwater runoff would be mitigated to meet the requirements of the current Municipal Stormwater NPDES Permit for Ventura County including the measures outlined in the approved Post Construction Stormwater Management Plan (PCSMP).

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 early 2021 and occur over a period of approximately 33 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. This EIR is 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 (18.1 - 30 dwelling units per acre).
- **Change of Zone CZ-331:** The project applicant is requesting approval to change the zoning designation of the project site from L-M to RPD-30U (Residential Planned Development 30 units per acre maximum).
- **Residential Planned Development RPD-201:** The project applicant is requesting approval of RPD-201 to permit high density residential development totaling a maximum of 385 apartment units at the project site.

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;
- 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 project prior to submittal of development plans to the Community Development Department; and
- 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 in accordance with Camrosa Resolution No. 14-08.

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# ENVIRONMENTAL IMPACT ANALYSIS

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

## SECTION FORMAT

This overall section actually provides one technical section based on the environmental issues identified by the City in the Initial Study and the comments received in response to the NOP. The one technical section is as follows:

- Traffic and Circulation

This section is organized into the six discussions, as follows:

- Summary
- Introduction
- Environmental Setting
- Thresholds of Significance
- Project Impacts and Mitigation Measures
- Cumulative Impacts
- Unavoidable Significant Impacts

This technical section is followed by the Impacts Not Found to be Potentially Significant section, which summarizes the conclusions of the Initial Study for the environmental issues that were determined to be less than significant with or without mitigation and, as such, not requiring further analysis in the EIR.

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# TRAFFIC AND CIRCULATION

## SUMMARY

Implementation of the proposed project would significantly impact future levels of service at one intersection within the City of Camarillo. This impact can be reduced to a less than significant level through the construction of a new traffic signal.

Implementation of the proposed project would not conflict with an applicable congestion management program for designated roads or highways.

Implementation of the proposed project would not substantially increase hazards due to a design feature or incompatible uses.

Implementation of the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facility, or otherwise decrease the performance or safety of such facilities.

## INTRODUCTION

The following analysis is based upon the *Camino Ruiz Residential Project - Revised Traffic and Circulation Study* (Traffic and Circulation Study) prepared by Stantec, December 7, 2018. The City of Camarillo has independently reviewed and approved for public review the information presented in the Traffic and Circulation Study. A copy of the Traffic and Circulation Study is provided as Appendix E to this EIR. It should be noted that the Traffic and Circulation Study evaluates the impacts of 386 apartment units rather than the 385 units that are currently proposed.

The Traffic and Circulation Study was prepared using the guidelines set forth in the City of Camarillo guidelines for traffic impact studies. Existing and future traffic conditions have been analyzed to estimate the potential traffic and circulation impacts of the proposed project in the vicinity of the project site. The 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

The proposed project would be constructed over a period of about 33 months. 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
- Buildout conditions
- Buildout + Project conditions

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 3.

## ENVIRONMENTAL SETTING

### Regulatory Setting

#### *City of Camarillo Traffic Policies*

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

**TABLE 3 - LEVEL OF SERVICE GRADES**

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

LOS = Level of Service.

ICU = Intersection Capacity Utilization.

Source of table data: Associated Transportation Engineers, June 21, 2017.

### Existing Roadway Network

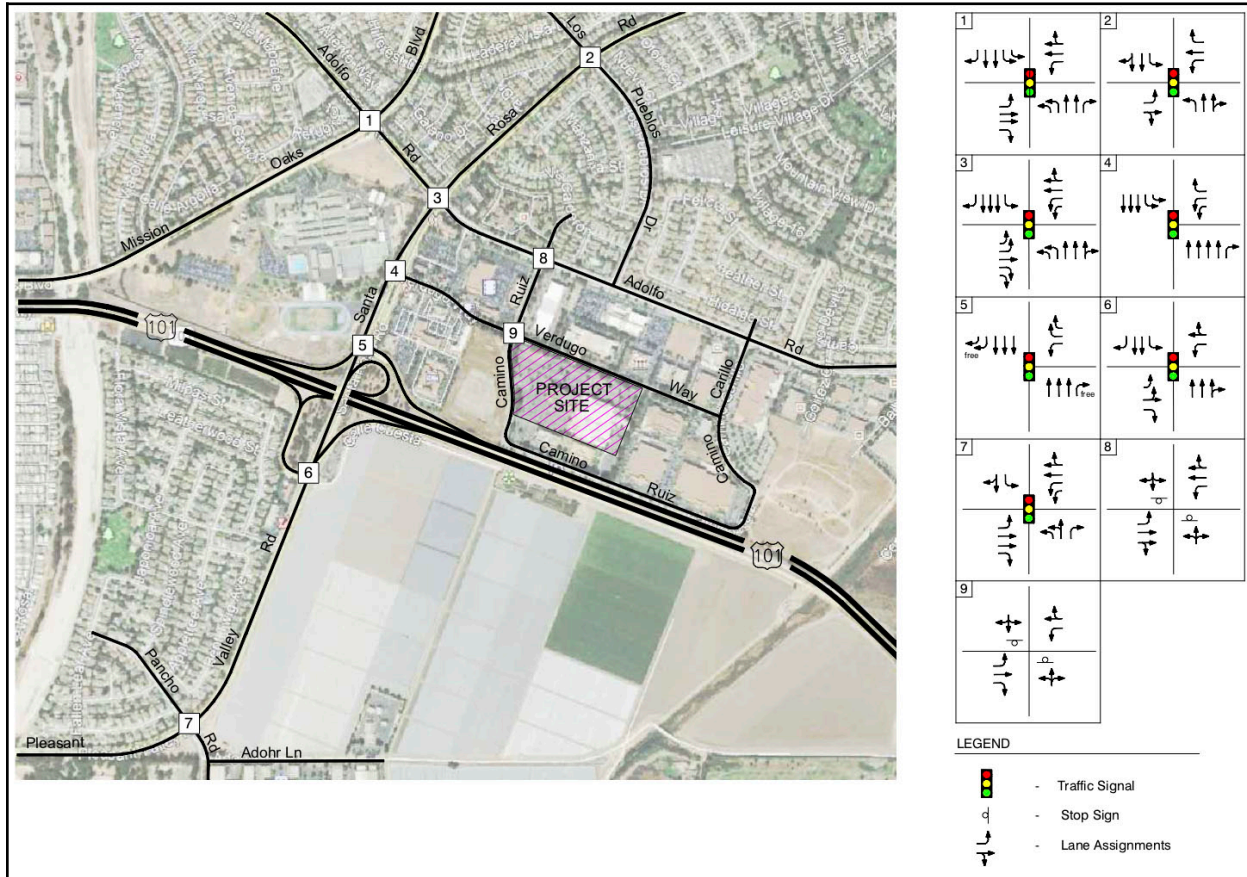
The proposed project site is served by a circulation system composed of highways, arterial streets, and collector streets, as illustrated in Figure 7. The following text briefly describes the key components of the study-area roadway network.

**U.S. Highway 101**, located south of the site, is a multi-lane freeway which serves as a major arterial for the City and is the principal intercity route along this portion of the Pacific Coast. It provides regional access to the project area via the Santa Rosa Road interchange. Although it is a north-south highway in the State freeway system, U.S. Highway 101 is aligned in the east- west direction in the vicinity of the City. U.S. Highway 101 is a 6-lane freeway within the study-area.

**Santa Rosa Road** is a primary arterial that extends north from U.S. Highway 101 to Adolfo Road as a six-lane divided facility and as a four-lane divided facility north of Adolfo Road to the City limit. It provides access to the commercial and residential uses within the east portion of the City and to Thousand Oaks

and Simi Valley to the east. The posted speed limit along Santa Rosa Road in the vicinity of the project site is 45 mph.

FIGURE 7 - EXISTING ROADWAY NETWORK



**Adolfo Road** is classified as a secondary arterial street and contains four lanes with a landscaped median and Class II bike lanes. It extends east from Ponderosa Drive to the city's east boundary, serving the residential, office and light industrial uses located in the eastern portion of the City. The posted speed limit is 45 mph.

**Verdugo Way** is a two-lane major collector street west of Camino Ruiz and a minor collector street east of Camino Ruiz. The road runs between Santa Rosa Road to the west and Camino Carillo to the east. It serves the project site and the commercial and industrial areas between Adolfo Road and the U.S. Highway 101.

**Camino Ruiz** is a two-lane local roadway with on-street parking that serves the project site.

**Pleasant Valley Road** is a Primary Arterial that extends from Port Hueneme to U.S. Highway 101. Within the study-area, it is a four-lane roadway that extends east-west and provides access to the site from Port Hueneme and Oxnard.

U.S. Highway 101, Santa Rosa Road, and Pleasant Valley Road are also included in the Ventura County Congestion Management Plan (CMP) network.

### **Existing Transit Facilities**

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 bus route. The City also operates a free trolley service 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 to the general public. 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.

### **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 (i.e., the number and direction of lanes), and the level of service methodologies outlined above. The existing intersection levels of service are summarized in Table 4. Table 4 indicates that the study-area intersections currently operate within the City's acceptable level of service range during both AM and PM peak hours.

### **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 at the time of the study 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

**TABLE 4 - EXISTING INTERSECTION PEAK HOUR LEVELS OF SERVICE**

Intersection	Control	ICU / LOS	
		AM Peak Hour	PM Peak Hour
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 Ramps	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. <sup>1</sup>	Two-Way Stop	9.4 sec/LOS A	9.5 sec/LOS A
9. Camino Ruiz/ Verdugo Way <sup>1</sup>	Two-Way Stop	10.5 sec/LOS B	12.2 sec/LOS B

<sup>1</sup> Stop controlled intersection; LOS expressed in average delay per vehicle.

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

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 5 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.

## THRESHOLDS OF SIGNIFICANCE

### Thresholds Addressed in the Initial Study

The Initial Study prepared for the proposed project (included as Appendix A to this EIR) and circulated with the NOP, concludes that implementation of the proposed project would not result in significant impacts for several of the CEQA Guidelines thresholds of significance. However, because traffic and circulation impacts were identified during the NOP review period as primary issues of concern by local residents, some of these impacts are evaluated further in this EIR section. The following thresholds are



not evaluated in this section (a summary of the analysis presented in the Initial Study is provided in the Effects Found Not to be Significant section of this EIR).

**TABLE 5 - FUTURE INTERSECTION PEAK HOUR LEVELS OF SERVICE**

Intersection	Control	ICU / LOS	
		AM Peak Hour	PM Peak Hour
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 Ramps	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. <sup>1</sup>	Two-Way Stop	10.3 sec/LOS B	12.1 sec/LOS B
9. Camino Ruiz/ Verdugo Way <sup>1</sup>	Two-Way Stop	16.0 sec/LOS C	18.7 sec/LOS C

<sup>1</sup> Stop controlled intersection; LOS expressed in average delay per vehicle.

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

Would the project:

- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- Result in inadequate emergency access.

### Thresholds Addressed in this EIR

In accordance with Appendix G to the CEQA Guidelines, a project could have a potentially significant traffic or circulation impact if it would:

- 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.

- 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.
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facility, or otherwise decrease the performance or safety of such facilities.

### **City Intersection Capacity Criteria**

Pursuant to the standards adopted by the City of Camarillo, a traffic impact is considered significant and must be mitigated if the traffic generated by a project exceeds any of 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

In the case that significant impacts are identified, mitigation measures should provide a level of service equal or better than baseline conditions.

### **Congestion Management Plan (CMP) Facility Criteria**

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

## **PROJECT IMPACTS AND MITIGATION MEASURES**

### **Intersection Levels of Service in Camarillo**

**Threshold:** Would the proposed project 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?

**Impact:** Implementation of the proposed project would significantly impact future levels of service at one intersection within the City of Camarillo. This impact can be reduced to a less than significant level through the construction of a new traffic signal.

## Impact Analysis

### 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 6.

**TABLE 6 - 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.

The trip generation estimates for the proposed project are shown in Table 7. As shown, the proposed project is expected to generate a total of 2,316 average daily trips, with 185 trips occurring during the AM peak hour and 170 trips occurring during the PM peak hour.

**TABLE 7 - PROJECT DEVELOPMENT TRIP GENERATION ESTIMATES**

Land Use	Size	ADT	AM Peak Hour			PM Peak Hour		
			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 8.

### Impacts to City Intersections

Levels of service for the study-area intersections were recalculated based on the future baseline plus project traffic volumes. Table 9 shows the level of service calculation results for the AM and PM peak hours. Table 9 indicates that the project would generate a significant impact at the Camino Ruiz/Verdugo

Way intersection, which would operate in the LOS D range during the AM and PM peak hours. The impact would occur to the northbound traffic attempting to turn left onto Verdugo Way and 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 project impact to all of the other study-area intersections would be less than significant.

**TABLE 8 - PROJECT TRIP DISTRIBUTION**

Roadway	Direction	Project Trip Distribution
U.S. Highway 101	East West	30% 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.

### ***Mitigation***

The Camino Ruiz/Verdugo Way intersection is controlled by two-way stop signs on Camino Ruiz and would operate at LOS D during both AM and PM peak hours with the addition of project-generated traffic. Installation of an all-way stop would result in increased delays on through traffic on Verdugo Way and unacceptable levels of service for all directions of the intersection.

Review of traffic signal warrant criteria contained in the California Manual on Uniform Traffic Control Devices (CAMUTCD) indicates that the AM or PM peak hour turning volumes would not satisfy Warrant 3-Peak Hour or any other applicable traffic signal warrant. Therefore, the Traffic and Circulation Study did not recommend that a traffic signal be installed at this intersection. However, the project applicant has agreed to include the installation of a traffic signal at this location prior to signal warrants being met in order to mitigate the significant impact. The Traffic and Circulation Study consultant has determined that the significant impact would not occur until more than 300 residential units were occupied at the project site. Some other past and present developments in the area are responsible for funding a portion of the signal when the City determines that it is warranted. Therefore, the following mitigation measure is recommended to reduce the potentially significant impact at the Camino Ruiz/Verdugo Way intersection:

- TC-1      Prior to the issuance of certificates of occupancy for more than 300 residential units at the project site, the project applicant shall install a traffic signal at the Camino Ruiz/Verdugo Way intersection. The cost of the signal installation may be reduced to the applicant if applicable fees are available from other developers that are responsible for a portion of the

signal funding. Any outside funding contributions will be determined by the City of Camarillo Public Works Department.

**TABLE 9 - 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 Ramps	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. <sup>1</sup>	10.3 sec/LOS B	11.1 sec/LOS B	No
9. Camino Ruiz/Verdugo Way <sup>1</sup>	16.0 sec/LOS C	<b>29.1 sec/LOS D</b>	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 Ramps	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. <sup>1</sup>	12.1 sec/LOS B	12.5 sec/LOS B	No
9. Camino Ruiz/Verdugo Way <sup>1</sup>	18.7 sec/LOS C	<b>27.5 sec/LOS D</b>	Yes

<sup>1</sup> 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 Monitoring***

The City of Camarillo Public Works Department shall approve the installed traffic signal at the Camino Ruiz/Verdugo Way intersection prior to the issuance of certificates of occupancy for more than 300 residential units at the project site.

### ***Level of Significance After Mitigation***

Installation of the signal at the Camino Ruiz/Verdugo Way intersection would ensure that future operations meet City standards for acceptable levels of service. A less than significant impact to the Camino Ruiz/Verdugo Way intersection would occur with the implementation of mitigation measure TC-1.

### **Potential Impacts to CMP Facilities**

**Threshold:** Would the proposed project 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.

**Impact:** Implementation of the proposed project would not conflict with an applicable congestion management program for designated roads or highways.

### ***Impact Analysis***

#### **Roadways and Highway Segments**

As discussed previously, U.S. Highway 101, Santa Rosa Road, and Pleasant Valley Road are also included in the Ventura County 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 significant impact based on the CMP criteria outlined above.
- Northbound U.S. Highway 101 north and south of Lewis Road 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 significant impact based on the CMP 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 and is not isolated to the 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 mandatory Traffic Mitigation Fees to the City that would partially finance off-site projects that accommodate future widening on the mainline freeway, e.g., interchange reconstruction, ramp improvements, and intersection improvements adjacent to freeway ramps.

### **Intersections**

Within the study area, the 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.

### **Conclusion**

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.

### **Vehicular and Pedestrian Hazards**

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

**Impact:** Implementation of the proposed project would not substantially increase hazards due to a design feature or incompatible uses.

### ***Impact Analysis***

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.

There are presently no sidewalks along the perimeter of the site with Verdugo Way and Camino Ruiz and pedestrians must walk along the edge of the roadway. With the project, 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.

In response to the Notice of Preparation and the Draft EIR scoping meeting, some members of the public expressed concern for pedestrians crossing nearby roads such as Santa Rosa Road and Adolfo Road. People are known to drive quickly along these roadways. Such driver behavior may increase injury potential for pedestrians crossing these roads. In the vicinity of the project site, designated pedestrian crossing lanes are located at the intersections of Verdugo Way/Camino Ruiz, Santa Rosa Road/Verdugo Way, and Santa Rosa Road/Adolfo Road. In the case of the Santa Rosa Road intersections, the intersections and crossing lanes are signalized.

The proposed project would not result in any physical changes to the existing roadways or intersections that would result in increased hazards due to a design feature (e.g., sharp curves). No physical changes would occur to the Santa Rosa Road intersections and the physical dimensions of the Verdugo Way/Camino Ruiz intersection would not change with project construction. The pedestrian crossing lanes at the Verdugo Way/Camino Ruiz intersection would continue to provide designated spaces for pedestrians walking to and from the site. Installation of the new signal at this intersections as recommended under mitigation measure TC-1 would provide additional safety for pedestrians (as well as vehicles). While the project would not solve the existing hazards to pedestrians in the area, it would not create any new hazards.

The project would also not involve the use of any incompatible uses such as farm equipment and there are no such uses associated with the surrounding land uses.

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

### **Public Transit, Bicycle, and Pedestrian Facility Programs**

**Threshold:** Would the proposed project conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facility, or otherwise decrease the performance or safety of such facilities?

**Impact:** Implementation of the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facility, or otherwise decrease the performance or safety of such facilities.

### ***Impact Analysis***

#### **Public Transit**

As discussed previously, 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**

As discussed under the previous threshold analysis, there are presently no sidewalks along the perimeter of the site with Verdugo Way and Camino Ruiz and pedestrians must walk along the edge of the roadway. With the project, 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. The proposed project would not result in any physical changes to the existing roadways or intersections that would result in increased hazards to pedestrians. No physical changes would occur to the Santa Rosa Road intersections. The pedestrian crossing lanes at the Verdugo Way/Camino Ruiz intersection would continue to provide designated spaces for pedestrians walking to and from the site. Installation of the new signal at this intersections as recommended under mitigation measure TC-1 would provide additional safety for pedestrians.

### **Conclusion**

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

## **CUMULATIVE IMPACTS**

### **Existing + Approved Projects + Project Conditions**

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 General Plan 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 170,000 square feet of R&D to 386 multi-family units (TCAM TAZ 179). Table 10 shows the trip generation assuming the General Plan Amendment for the project site.

**TABLE 10 - 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	170,000 SF	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

SF = square feet.

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 11 for the AM and PM peak traffic hours. Table 11 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. Compared to the previous R&D use in the buildout model, the proposed 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. Compared to the previous R&D use in the buildout model, the proposed project would improve the level of service to LOS C during the AM peak hour (see the reduction in AM peak trips in Table 10) and the project would add 10 trips to the critical movements of the intersection 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. 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.

**TABLE 11 - 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.	<b>0.85/LOS D</b>	<b>0.84/LOS D</b>	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 Ramps	<b>0.81/LOS D</b>	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. <sup>1</sup>	12.5 sec/LOS B	13.4 sec/LOS B	No
9. Camino Ruiz/ Verdugo Way <sup>1</sup>	20.3 sec/LOS C	<b>33.3 sec/LOS E</b>	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.	<b>0.85/LOS D</b>	<b>0.85/LOS D</b>	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 Ramps	<b>0.83/LOS D</b>	<b>0.83/LOS D</b>	No
7. Pleasant Valley Rd./ Pancho Rd.	0.69/LOS B	0.69/LOS B	No
8. Camino Ruiz/ Adolfo Rd. <sup>1</sup>	21.4 sec/LOS C	21.5 sec/LOS C	No
9. Camino Ruiz/ Verdugo Way <sup>1</sup>	18.9 sec/LOS C	19.6 sec/LOS C	Yes

<sup>1</sup> 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.

- 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. As discussed previously, installation of a signal at the Camino Ruiz/ Verdugo Way intersection would ensure that future operations meet City standards for acceptable levels of service. A less than significant

impact to the Camino Ruiz/Verdugo Way intersection would occur with the implementation of mitigation measure TC-1.

## **UNAVOIDABLE SIGNIFICANT IMPACTS**

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

# *IMPACTS NOT FOUND TO BE POTENTIALLY SIGNIFICANT*

## **INTRODUCTION**

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

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

To determine the environmental issues that should be addressed in the Draft EIR, City of Camarillo Department of Community Development conducted a preliminary evaluation in an Initial Study of the potential environmental impacts that could occur with implementation of the proposed project. The Initial Study prepared for the proposed project is provided as Appendix A to this EIR. The Initial Study evaluated the project consisting of 386 apartment units in 17 three-story buildings. The project now consists of 385 apartment units in seven three-story buildings and seven four-story buildings (14 total buildings). The change in project design did not have an affect on the findings for the purpose of the environmental review due to the overall number of units being one unit less than analyzed in the Initial Study. The following discussions provide a summary of the conclusions of the Initial Study for the environmental impact categories that are not analyzed in detail in this EIR.

## **AESTHETICS**

The proposed project would not have a substantial adverse effect on a scenic vista. The impact of the project would be less than significant.

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. No impact would occur.

The proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. The impact of the project would be less than significant.

Construction of the proposed project could create a new source of substantial light or glare which could adversely affect day or nighttime views in the area. The following mitigation measure is recommended to ensure that the proposed project does not result in significant impacts related to construction-related nighttime lighting:

- 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 and the project site.

## **AGRICULTURE AND FORESTRY RESOURCES**

The proposed project would not 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. No impact would occur.

The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. No impact would occur.

The project would not 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)). No impact would occur.

The project would not result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

The project would not 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. No impact would occur.

## **AIR QUALITY**

The project would not conflict with or obstruct implementation of the 2016 Air Quality Management Plan. The impact of the project would be less than significant.

Implementation of the proposed project would generate new sources of air pollutants during project construction activities. In their response to the Notice of Preparation, Ventura County Air Pollution Control District (VCAPCD) staff requested that the construction-related emissions of the project be calculated and compared to the VCAPCD's recommended thresholds of significance. This has been done

using the California Emissions Estimator Model (CalEEMod - v. 2016.3.2) based on the following construction schedule provided by the project applicant:

Site Grading & Utilities Installation	October 2020 - December 2020	3 months
Paving & Concrete Installation	January 2021 - February 2021	2 months
Building Construction and Architectural Coatings	March 2021 - June 2023	28 months

The resulting emissions are shown in Table 12. As shown, the maximum daily emissions of NO<sub>x</sub> generated in 2020, which is the site grading & utilities installation phase, could exceed the VCAPCD's recommended threshold of significance. This is a potentially significant impact. The emissions generated during the other phases of development would not exceed the thresholds of significance. The VCAPCD also recommends that all appropriate emissions control measures be implemented to reduce fugitive dust during construction.

**TABLE 12 - ESTIMATED MASS DAILY CONSTRUCTION EMISSIONS**

Construction Year	Emissions in Pounds Per Day					
	ROC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
2020	2.9	31.1	20.6	<0.1	7.6	4.0
2021	3.2	20.4	26.0	0.1	4.0	1.7
2022	12.3	19.2	30.5	0.1	4.6	1.9
2023	12.0	17.7	29.6	0.1	4.5	1.8
Maximum Daily Emissions	12.3	31.1	30.5	<0.1	7.6	4.0
VCAPCD Thresholds of Significance	25.0	25.0	NT	NT	NT	NT
Significant Impact?	No	Yes	No	No	No	No

Construction emission calculations based on the construction phasing discussed previously in this section.

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 air pollutant emissions.

CalEEMod result sheets are provided in Appendix F.

Although the project is now expected to be initiated in early 2021, the emissions shown in Table 12 are still considered to be applicable to the project analysis since CalEEMod assumes that emissions from vehicles are reduced each year as new generations of vehicles generate fewer emissions than their predecessors.

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 shall be posted on-site limiting on-site traffic to 15 miles per hour or less.
- During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the VCAPCD in determining when winds are excessive.



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

AQ-2 All developers of new buildings at the project site 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 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:

- 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.
- Heavy equipment used for grading and utilities installation shall use engines with a minimum diesel rating of Tier 3.

Page 5 of the CalEEMod result sheets provided in Appendix F indicate that the use of Tier 3 engines would reduce the daily emissions of NO<sub>x</sub> from 31.1pounds per day (ppd) to 18.3 ppd. This would reduce the potentially significant construction-related impact of the project to a less than significant level.

The daily operational emissions generated by the project would not exceed the thresholds of significance recommended by the VCAPCD. The impact of the project would be less than significant.

The daily construction-related emissions generated by the proposed project would exceed the thresholds of significance recommended by the VCAPCD and, therefore, would generate a cumulatively considerable net increase of criteria pollutants. Implementation of mitigation measures AQ-1 and AQ-2 would reduce the cumulative air quality impacts of the proposed project to a less than significant level. The daily operational emissions generated by the project would not exceed the thresholds of significance recommended by the VCAPCD and would not generate a cumulatively considerable net increase of criteria pollutants.

The project would not generate emissions that expose sensitive receptors to substantial pollutant concentrations. The proposed residual uses are also not a source of potential toxic air contaminants (TOCs). The impact of the project would be less than significant.

In their response to the Notice of Preparation, VCAPCD staff suggested that U.S. Highway 101 near the project site is a major source of toxic air contaminants since diesel particulate matter has been designated by the U.S. EPA and the California Air Resources Board as a carcinogenic toxic air contaminant. As a result, the freeway could expose sensitive receptors at the project site to substantial TOC concentrations. It should be noted that this is a project siting issue rather than an environmental impact of the project since the project does not generate the TAC emissions. VCAPCD staff reference the Initial Study and Mitigated Negative Declaration for the Missions Oaks Townhomes Project PBC/GPA 2013-3, which determined that adult residents living that that project site for at least 30 years could be exposed to a risk that exceeds VCAPCD health risk criteria. That project is now named the Teso Robles townhomes residential project and it is located to the west of the proposed project site. VCAPCD staff recommended that a toxics screening analysis or health risk assessment (HRA) be prepared to assess whether the project's residents would be exposed to toxic levels exceeding health risk criteria and recommended mitigation measures from the Teso Robles project to reduce the risk to below the health risk criteria. Because the Teso Robles townhomes residential project is located to the immediate west of the proposed project site, it is expected that an HRA prepared for the proposed project would identify similar results for this project site. Therefore, it was determined to accept the numbers calculated for the Teso Robles project and recommend similar mitigation measures for the proposed project. The measures are recommended as follows:

- AQ-3 Forced air ventilation with filter screens on outside air intake ducts shall be provided for all residential units at the project site. The filter screens shall be capable of removing at least 95% of the particulate matter including fine particulate matter (PM<sub>2.5</sub>). The property management shall be responsible for maintaining the filter screens on an appropriate regular basis. In addition, a notice of the diesel particulates risk hazard and the need for screen maintenance shall be placed in the property title.
- AQ-4 Windows and doors for all residential units at the project site shall be fully weatherproofed with caulking and weather-stripping that is rated to last at least 20 years.

Mitigation measures AQ-3 and AQ-4 would reduce the concentrations of TACs within the residential units to levels that do not exceed VCAPCD health risk criteria. This would reduce the potential impact to a less than significant level.

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

## BIOLOGICAL RESOURCES

Construction of the project could 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. The following mitigation measure is recommended to ensure that the proposed project does not result in significant impacts related to nesting birds:

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

- Conduct tree removal associated with construction from September 1<sup>st</sup> through January 31<sup>st</sup>, 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.

The project would not 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. No impact would occur.

The project would not 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. No impact would occur.

The 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 impact would occur.

The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No impact would occur.

The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. No impact would occur.

## **CULTURAL RESOURCES**

The project would not cause a substantial adverse change in the significance of a historical resource as defined in §15064.5. No impact would occur.

There is a remote possibility that archeological resources may exist below the ground surface and that these resources could be encountered during site grading and trenching. The following measure is recommended to ensure that the project does not result in significant impacts to previously undiscovered archaeological resources:

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.

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. The following measure is recommended to ensure that the project does not result in significant impacts to previously undiscovered paleontological 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.

The project would not disturb any human remains, including those interred outside of formal cemeteries. The impact of the project would be less than significant.

## **GEOLOGY AND SOILS**

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 impact of the project would be less than significant.

The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. The impact of the project would be less than significant.

The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. The impact of the project would be less than significant.

The proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impact would occur.

The proposed project would not result in substantial soil erosion or the loss of topsoil. The impact of the project would be less than significant.

The proposed project would not 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. The impact of the project would be less than significant.

The proposed project would not 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. No impact would occur.

The proposed project would not 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. No impact would occur.

## **GREENHOUSE GAS EMISSIONS**

The proposed project would generate greenhouse gas emissions, but these emissions would not have a significant effect on the environment. The impact of the project would be less than significant.

The project would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. The impact of the project would be less than significant.

## **HAZARDS AND HAZARDOUS MATERIALS**

The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. The impact of the project would be less than significant.

The project would not 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. The impact of the project would be less than significant.

The 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. The impact of the project would be less than significant.

The project would not 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, it would not create a significant hazard to the public or the environment. No impact would occur.

The project site is located within the general flight paths of Camarillo Airport and Naval Base Ventura County, but is not located airport land use plan areas and outer safety zones for these airports and would not result in a safety hazard for people residing or working in the project area. The impact of the project would be less than significant.

The project site is not within the vicinity of a private airstrip and would not result in a safety hazard for people residing or working in the project area. No impact would occur.

The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The impact of the project would be less than significant.

The project would not 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. No impact would occur.

## **HYDROLOGY AND WATER QUALITY**

The project would not violate any water quality standards or waste discharge requirements. The impact of the project would be less than significant.

The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (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). The impact of the project would be less than significant.

The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation onsite or offsite. The impact of the project would be less than significant.

The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite. The impact of the project would be less than significant.

The project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff. The impact of the project would be less than significant.

The project would not otherwise substantially degrade water quality. No impact would occur.

The project would not place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. The impact of the project would be less than significant.

The project would not place within a 100-year flood hazard area structures which would impede or redirect flood flows. The impact of the project would be less than significant.

The project would not expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam. The impact of the project would be less than significant.

The project would not be subject to potential inundation by seiche, tsunami, or mudflow. No impact would occur.

## **LAND USE AND PLANNING**

The project would not physically divide an established community. No impact would occur.

The project would not 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. The impact of the project would be less than significant.

The project would not conflict with any applicable habitat conservation plan or natural community conservation plan. No impact would occur.

## **MINERAL RESOURCES**

The project would not 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. No impact would occur.



The project would not 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. No impact would occur.

## **NOISE**

The project would not result in the exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. The impact of the project would be less than significant.

Construction and operation of the project would not result in the exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels. The impact of the project would be less than significant.

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

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

The project site is located within the general flight paths of Camarillo Airport and Naval Base Ventura County, but is located outside of the airport land use plan areas and 60 dBA CNEL noise contours for these airports. As such, it would not expose people residing or working in the project area to excessive noise levels. The impact of the project would be less than significant.

The project site is not within the vicinity of a private airstrip and would not expose people residing or working in the project area to excessive noise levels. No impact would occur.

## **POPULATION AND HOUSING**

The project would not 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). The impact of the project would be less than significant.

The project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

The project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. No impact would occur.

## **PUBLIC SERVICES**

The project would not 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 fire protection. The impact of the project would be less than significant.

The project would not 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 police protection. The impact of the project would be less than significant.

The project would not 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 schools. The impact of the project would be less than significant.

The proposed project would provide a public plaza near the corner of Camino Ruiz and Verdugo Way along with a linear park along Verdugo Way. The impacts associated with the development of these features have been evaluated in the Initial Study prepared for the project. The residential population of the project could also result in increased demand for new or expanded public park facilities. The project applicant negotiated with the Pleasant Valley Recreation and Park District (PVRPD) to provide a fee to help develop or expand public park facilities within Camarillo. The project applicant must enter into an agreement with the PVRPD that specifies that the fee may only be used, in accordance with existing Quimby Act fee procedures, for development impacts to public park facilities. Any construction associated with the development or expansion of public park facilities would be proposed by the PVRPD and approved by the City of Camarillo. These development projects would be subject to their own environmental review and approval process. Identifying the locations of potential new or expanded park sites and identifying the impacts associated with this development by the PVRPD is beyond the scope of this EIR. However, the project would not 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 parks. The impact of the project would be less than significant.

The project would not 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 other public facilities. The impact of the project would be less than significant.

## **RECREATION**

The project would not 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. The impact of the project would be less than significant.

The project would include recreational facilities but would not require the construction or expansion of recreational facilities off site which might have an adverse physical effect on the environment. As discussed above under Public Services, the project applicant negotiated with the Pleasant Valley Recreation and Park District (PVRPD) to provide a fee to help develop or expand public park facilities within Camarillo. Any construction associated with the development or expansion of public park facilities would be proposed by the PVRPD and approved by the City of Camarillo. These development projects would be subject to their own environmental review and approval process. Identifying the locations of potential new or expanded park sites and identifying the impacts associated with this development by the PVRPD is beyond the scope of this EIR. The impact of the project would be less than significant.

## **TRANSPORTATION/TRAFFIC**

The project would not 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. No impact would occur.

The project would not result in inadequate emergency access. The impact of the project would be less than significant.

## **TRIBAL CULTURAL RESOURCES**

The project would not cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k). No impact would occur.

The project could cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. 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.

### **UTILITIES AND SERVICE SYSTEMS**

The project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. The impact of the project would be less than significant.

The project would not 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. The impact of the project would be less than significant.

The project would not 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. The impact of the project would be less than significant.

The project would have sufficient water supplies available to serve the project from existing entitlements and resources. The impact of the project would be less than significant.

The project would not 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. The impact of the project would be less than significant.

The project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs. The impact of the project would be less than significant.

The project would comply with federal, state, and local statutes and regulations related to solid waste. The impact of the project would be less than significant.

# GENERAL IMPACT CATEGORIES

## SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts which cannot be avoided. Specifically, Section 15126.2(b) states:

Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described.

Based on the analysis contained in the Environmental Impact Analysis section of this EIR, construction and operation of the proposed project would not result in any significant unavoidable environmental impacts. All potentially significant impacts of the proposed project would be reduced to less than significant levels with the mitigation measures recommended in this EIR.

## SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) of the CEQA Guidelines requires a discussion of any significant irreversible environmental changes that would be caused by a proposed project. Specifically, this section states that the “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.” Section 15126.2(c) further states that “irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”

The types and level of development associated with the proposed project would consume limited, slowly renewable and non-renewable resources. This consumption would occur during construction of the proposed project and would continue throughout its operational lifetime. The development of the proposed project would require a commitment of resources that would include (1) building materials, (2) fuel and operational materials/resources and (3) the transportation of goods and people to and from the project site.

Construction of the proposed project would require consumption of resources that are not replenishable or which may renew so slowly as to be considered non-renewable. These resources would include certain types of lumber and other forest products, aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone), metals (e.g., steel, copper and lead), petrochemical construction materials (e.g., plastics)

and water. Fossil fuels, such as gasoline and oil, also would be consumed in the use of construction vehicles and equipment.

The commitment of resources required for the type and level of proposed development would limit the availability of these resources for future generations for other uses during the operation of the proposed project. However, this resource consumption would be consistent with growth in the Southern California region and that expected to occur under the City of Camarillo General Plan.

## **GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECT**

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed project could induce growth. This includes ways in which a project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 12126.2(d) of the CEQA Guidelines states:

Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

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 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 approved 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.

SCAG is in the process of developing the 6th cycle RHNA allocation plan which will cover the planning period October 2021 through October 2029. It is planned for adoption by SCAG in October 2020. The anticipated construction schedule would place the proposed project within the 6th cycle.

The City of Camarillo has an estimated January 1, 2020 population of approximately 70,261 persons.<sup>1</sup> The City of Camarillo 2013-2021 Housing Element identifies an average household size of 2.64 persons per unit based on the 2010 U.S. Census. Using this rate, the 385 units of the proposed project would generate approximately 1,016 new residents to the City of Camarillo. The April 2020 Monthly Report published by the City of Camarillo Department of Community Development identifies 1,284 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 City's 2.64 persons per multi-family residential rate yields an estimate of 3,390 persons that would be new to the City over the next few years. When added to the existing population of Camarillo, the total of 73,651 residents 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.

In addition, 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. For these reasons, the population growth impacts associated with the proposed project would be less than significant.

## **ENERGY CONSERVATION**

CEQA Section 21100(b)(3) requires that EIRs shall include a detailed statement setting forth the mitigation measures proposed to minimize significant effects on the environment, including but not limited to, measures to reduce the wasteful, inefficient, and unnecessary consumption of energy. This is further clarified in Appendix F to the CEQA Guidelines which requires that potentially significant energy implications of a project shall be considered in an EIR to the extent relevant and applicable to the project.

The mitigation measures that have been recommended to reduce potentially significant impacts of the project are identified in the previous sections of this EIR. The following discussion addresses the energy implications of the project.

Appendix F states that the goal of conserving energy implies the wise and efficient use of energy. The means of achieving this goal include:

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<sup>1</sup> State of California Department of Finance. <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-1/>.

- (A) Decreasing overall per capita energy consumption,
- (B) Decreasing reliance on fossil fuels such as coal, natural gas and oil, and
- (C) Increasing reliance on renewable energy sources.

California is one of the nation's leading energy-producing states and per capita energy use is among the nation's most efficient. The three commercial sources of energy for residential uses are electricity and natural gas for site uses, and transportation fuel for vehicle trips.

As with the office and light industrial buildings that were previously developed at the site, electricity would be provided to the project by Southern California Edison (SCE). SCE provides electric power to more than 14 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. SCE derives electricity from varied energy resources including: fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.

Natural gas would be provided to the project by The Southern California Gas Company. Most of the natural gas used in California comes from out-of-state natural gas basins. In 2012, California customers received 35% of their natural gas supply from basins located in the Southwest, 16% from Canada, 40% from the Rocky Mountains, and 9% from basins located within California. The Southern California Gas Company owns and operates several natural gas storage fields that are located in northern and southern California. These storage fields, and four independently owned storage utilities – Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage – help meet peak seasonal natural gas demand and allow California natural gas customers to secure natural gas supplies more efficiently.

The proposed project would generate new vehicle trips with resulting consumption of energy resources, predominantly gasoline and diesel fuel. In March 2018, the California Department of Motor Vehicles (DMV) identified 35 million registered vehicles in California, and these vehicles are estimated to consume approximately 19 billion gallons of fuel each year, including 15.1 billion gallons of gasoline (including ethanol) and 3.9 billion gallons of diesel fuel (including biodiesel and renewable diesel). Gasoline and other vehicle fuels are commercially-provided commodities.

### **Construction-Related Energy Use**

Construction-related energy demand includes energy and fuel used by construction equipment, construction worker vehicles, and construction vendor/hauling vehicles, coupled with construction energy efficiency/conservation measures. This construction equipment use of energy and fuel would not be atypical for the type of construction proposed because there are no aspects of the project's construction process that are unusual or energy-intensive. Construction energy consumption would also represent a "single-event" demand and would not require on-going or permanent commitment of energy resources.



Project development would also not necessitate the use of construction equipment and processes that are less energy efficient than at comparable construction sites.

Construction equipment used for project construction would conform to applicable California Air Resources Board (ARB) emissions standards, which promote equipment fuel efficiencies. Project development would involve construction contractors that practice compliance with applicable ARB regulations regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits the idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Compliance with anti-idling and equipment emissions regulations would result in an efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy.

Indirectly, construction energy efficiencies and energy conservation would be achieved through the use of bulk purchase, transport and use of construction materials. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials and the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

Based on this information, the proposed project's construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

## **Operational Energy Use**

As stated previously, the three commercial sources of energy for residential uses are electricity and natural gas for site uses, and transportation fuel for vehicle trips. According to the CalEEMod results sheets provided in Appendix C to the Initial Study (Appendix A to this EIR), the project would demand approximately 1,534,470 kilowatt hours (kWh) of electricity and consume approximately 4,411,000 kilobritish thermal units (kBtUs) per year. The vehicles traveling to and from the site would travel approximately 6,246,915 miles per year and be fueled by commercially-available gas and diesel or, as is becoming more common, electricity.

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). The energy-related mandatory measures for residential uses are as follows:

*Site Development*

**4.106.4 Electric Vehicle (EV) charging for new construction.** New construction shall comply with Section 4.106.4.1, 4.106.4.2, or 4.106.4.3, to facilitate future installation and use of EV chargers. Electric vehicle supply equipment (EVSE) shall be installed in accordance with the California Electrical Code, Article 625.

**4.106.4.2 New multifamily dwellings.** Where 17 or more multifamily dwelling units are constructed on a building site, 3 percent of the total number of parking spaces provided for all types of parking facilities, but in no case less than one, shall be electric vehicle charging spaces (EV spaces) capable of supporting future EVSE. Calculations for the required number of EV spaces shall be rounded up to the nearest whole number.

In all, the proposed project would meet or exceed Title 24 standards. Therefore, the proposed project would not be inefficient and wasteful in energy usage.

# ALTERNATIVES TO THE PROPOSED PROJECT

## INTRODUCTION TO THE ALTERNATIVES ANALYSIS

As stipulated in Section 21002.1(a) of the CEQA Statutes (Public Resources Code):

The purpose of an environmental impact report is to identify the significant effects on the environment of a project, to identify alternatives to a project, and to indicate the manner in which those significant effects can be mitigated or avoided.

More specifically, the CEQA Guidelines (Section 15126.6) require an EIR to describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. The discussion of alternatives, however, need not be exhaustive, but rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR is not required to consider alternatives that are deemed “infeasible.”

Section 15126.6(a) of the CEQA Guidelines states:

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparable merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.

### **Purpose**

Section 15126.6(b) of the CEQA Guidelines states:

Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of project objectives, or would be more costly.

### **Selection of a Reasonable Range of Alternatives**

Section 15126.6(c) of the CEQA Guidelines states:

The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts.

### **Level of Detail**

The CEQA Guidelines do not require the same level of detail in the alternatives analysis as in the analysis of the proposed project. Section 15126.6(d) of the CEQA Guidelines states:

The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed.

## **ALTERNATIVES TO THE PROPOSED PROJECT**

Development of the proposed project would result in the urban infill of a site that was previously developed in 1982 with an office building, a light industrial building, associated surface parking lot, and ornamental landscaping. The office and light industrial buildings were unoccupied for the past several years and were recently demolished under a separate approval from the City of Camarillo. The current

General Plan land use designation for the site is Industrial and the underlying zoning is LM (Limited Manufacturing).

As discussed in the Environmental Impact Analysis section of this EIR, all potential environmental impacts of the proposed project would be reduced to less than significant levels through the mitigation measures recommended in this EIR. The proposed project would not result in any unavoidable significant impacts. As such, alternatives to the proposed project are not necessary to reduce or eliminate any unavoidable significant impacts.

Nevertheless, the alternatives to the proposed project that were considered for this EIR are described and evaluated in the following discussions.

### **No Project Alternative**

As required by CEQA, a no project/no new development alternative is analyzed in this EIR section. Section 15126.6(e)(2) of the CEQA Guidelines states that the no project alternative "...analysis shall discuss the existing conditions at the time the notice of preparation is published...as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." Furthermore, Section 15126.6(e)(3)(B) of the CEQA Guidelines states:

If approval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this 'no project' consequence should be discussed. In certain instances, the no project alternative means 'no build/ wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.

As discussed previously in this EIR, the current land use designation for the project site is Industrial and the underlying zoning is LM. The proposed uses are not consistent with these designations for the site.

Under the No Project Alternative, the proposed project would not be constructed and the site would temporarily remain as an undeveloped site. However, it is reasonably foreseeable that another application would be submitted to the City of Camarillo in the near future requesting approval to redevelop the site with industrial uses to the extent permitted by the LM zone. Therefore, the No Project Alternative would not preclude development of the project site; it would instead temporarily delay to a later date the redevelopment of the site with new industrial uses. Under the existing zoning restrictions, a new R&D building of up to 303,395 square feet could be developed at the site under a site plan review approval.

The potential impacts associated with general site development would be the same as those caused by the proposed project. Therefore, the No Project Alternative would delay, but not eliminate or reduce, the less than significant environmental impact associated with the proposed project. The primary potentially significant impact associated with the project is related to traffic delay at the Camino Ruiz/Verdugo Way intersection. The estimated traffic generation for a new R&D building is compared to the proposed project in Table 13. As shown, a new R&D building would generate 117 more daily trips, 170 more AM peak hour trips, and 92 more PM peak hour trips than the proposed project. By generating more daily trips, it would also generate more air pollutant emissions than the proposed project.

<b>TABLE 13 - R&amp;D DEVELOPMENT TRIP GENERATION ESTIMATES</b>								
Land Use	Size	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
R&D	303,395 SF	2,427	316	39	355	30	231	261
Apartments	385 units	2,310	39	146	185	112	58	169
Difference		117	278	-107	170	-82	173	92

SF = square feet.

Source of table data: Stantec, December 7, 2018 and June 24, 2019.

This alternative would also not meet the following objectives for the proposed project:

- Redevelopment of the approximately 14-acre site to High Density Residential for development of an apartment community at a walkable, infill location adjacent to retail shops, services and high-frequency VCTC bus service.
- Provision of rental housing opportunities for Mission Oaks Business Park employees who currently must commute from elsewhere in the city and beyond, potentially reducing vehicle miles traveled daily for employees of the Mission Oaks Business Park.
- Benefit the adjacent area by a significant reduction in peak-hour traffic generated by the site compared to the allowable office density under the existing zoning of the property.
- Provide for rental residential units to meet the anticipated demand for housing to be required within the City of Camarillo by the 2021-2028 Regional Housing Needs Assessment (RHNA) Cycle at a location that does not require the conversion of farmland within the City CURB. Further, there are very few potential locations within the City of Camarillo as appropriate for increased intensity of land use as this project site. Impacts to the adjacent and surrounding area would be less than redevelopment of the site as an allowed office park or logistics/distribution warehouse facility with increased large-truck traffic.

Another potential alternative that could be expected to occur under the existing Industrial and LM designations for the site is an office development similar to other office buildings within the Mission Oaks Business Park. This development could also be constructed up to 303,395 square feet. The estimated traffic generation for a new office building is compared to the proposed project in Table 14. As shown, a new office building would generate 441 more daily trips, 361 more AM peak hour trips, and 405 more PM peak hour trips than the proposed project. By generating more daily trips, it would also generate more air pollutant emissions than the proposed project or the R&D alternative.

**TABLE 14 - OFFICE DEVELOPMENT TRIP GENERATION ESTIMATES**

Land Use	Size	ADT	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Office	303,395 SF	5,127	479	67	546	143	431	574
Apartments	385 units	2,310	39	146	185	112	58	169
Difference		2,817	441	-79	361	31	373	405

SF = square feet.

Source of table data: Stantec, December 7, 2018 and June 24, 2019.

This alternative would also not meet the following objectives for the proposed project:

- Redevelopment of the approximately 14-acre site to High Density Residential for development of an apartment community at a walkable, infill location adjacent to retail shops, services and high-frequency VCTC bus service.
- Provision of rental housing opportunities for Mission Oaks Business Park employees who currently must commute from elsewhere in the city and beyond, potentially reducing vehicle miles traveled daily for employees of the Mission Oaks Business Park.
- Benefit the adjacent area by a significant reduction in peak-hour traffic generated by the site compared to the allowable office density under the existing zoning of the property.
- Provide for rental residential units to meet the anticipated demand for housing to be required within the City of Camarillo by the 2021-2028 Regional Housing Needs Assessment (RHNA) Cycle at a location that does not require the conversion of farmland within the City CURB. Further, there are very few potential locations within the City of Camarillo as appropriate for increased intensity of land use as this project site. Impacts to the adjacent and surrounding area would be less than redevelopment of the site as an allowed office park or logistics/distribution warehouse facility with increased large-truck traffic.

## **Reduced Density Traffic Alternative**

As discussed in the Traffic and Circulation section of this EIR, the project would generate a significant impact at the Camino Ruiz/Verdugo Way intersection, which would operate in the LOS D range during the AM and PM peak hours. The impact would occur to the northbound traffic attempting to turn left onto Verdugo Way and 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 project impact to all of the other study-area intersections would be less than significant. This impact would occur simply as a result of the size of the project and the number of motor vehicle trips that it would generate. Although this impact can be reduced to a less than significant level by the mitigation measures recommended in this EIR, the Reduced Density Traffic Alternative has been devised to identify the number of apartment units that could be constructed at the site before the impact to the Camino Ruiz/Verdugo Way intersection is significant. The project traffic consultant has determined that the project development would need to be reduced in size to exactly 300 units to reach this level. Therefore, the Reduced Density Traffic Alternative is assumed to involve the development of only 300 apartment units. This would eliminate one of the potentially significant impacts of the proposed project. By eliminating the potentially significant impact to the Camino Ruiz/Verdugo Way intersection, the project applicant would no longer be requested to install a traffic signal at this location.

This alternative also assumes that the entire site would be utilized rather than leaving any area undeveloped and available for additional future development. As such, the potential impacts associated with site disturbance and alteration would be the same as those of the proposed project. The mitigation measures for air quality, biological resources, and cultural resources would still apply to this alternative.

The Reduced Density Traffic Alternative would also result in a substantial underutilization of the project site compared to the City's adopted plans and expectations for the site. By building less building space than permitted under the proposed land use designations for the site, this alternative could induce faster growth on other properties in the City.

## **Alternative Site**

The evaluation of an alternative site is generally practical for new infrastructure projects or other projects that do not need to be developed at a site that is owned by a particular project developer. It is generally less applicable to new infill general development projects such as the proposed project. In the case of this proposed project, the project applicant could, in theory, purchase another property within Camarillo that is designated for residential uses. However, development at an alternative site would not meet the following objectives for the project:



- Redevelopment of the approximately 14-acre site to High Density Residential for development of an apartment community at a walkable, infill location adjacent to retail shops, services and high-frequency VCTC bus service.
- Provision of rental housing opportunities for Mission Oaks Business Park employees who currently must commute from elsewhere in the city and beyond, potentially reducing vehicle miles traveled daily for employees of the Mission Oaks Business Park.
- Benefit the adjacent area by a significant reduction in peak-hour traffic generated by the site compared to the allowable office density under the existing zoning of the property.

## **ENVIRONMENTALLY SUPERIOR ALTERNATIVE**

In addition to the discussion and comparison of impacts of a proposed project and the alternatives, Section 15126.6 of the CEQA Guidelines requires that an “environmentally superior” alternative be selected and the reasons for such a selection disclosed. In general, the environmentally superior alternative is the alternative that would be expected to generate the least amount of adverse impacts. In this case, No Project Alternative would result in the least impacts on the existing environment. However, this alternative would also simply delay, but not eliminate or reduce, the less than significant environmental impact associated with the proposed project. This alternative may also not meet any of the objectives for the proposed project.

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