3233 Mission Oaks Boulevard Industrial Project

Initial Study – Mitigated Negative Declaration

prepared by

City of Camarillo
Department of Community Development
601 Carmen Drive
Camarillo, California 93010
Contact: John Novi, Senior Planner

prepared with the assistance of

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

June 2020

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
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Initial Study

1. Project Title

3233 Mission Oaks Boulevard Industrial Project

2. Lead Agency Name and Address

City of Camarillo
Department of Community Development
601 Carmen Drive
Camarillo, California 93010

3. Contact Person and Phone Number

John Novi, AICP, Senior Planner
805-388-5361

4. Project Location

The project site is located in the Flynn Road Industrial area, north of Mission Oaks Boulevard and the U.S. 101 Freeway (U.S. 101), and approximately 850 feet west of the Flynn Road and Mission Oaks Boulevard intersection at 3233 Mission Oaks Boulevard. The approximately 31.9-acre project site consists of a concrete industrial building and an office building, each one story in height, as well as associated parking and landscaping (Assessor Parcel No. 160-0-010-730). Figure 1 shows the regional location of the site, and Figure 2 shows the project site within the existing neighborhood context. Figure 3 is a site plan depicting the existing project site layout. Site photos depicting the project site and surrounding area are shown in Figure 4.

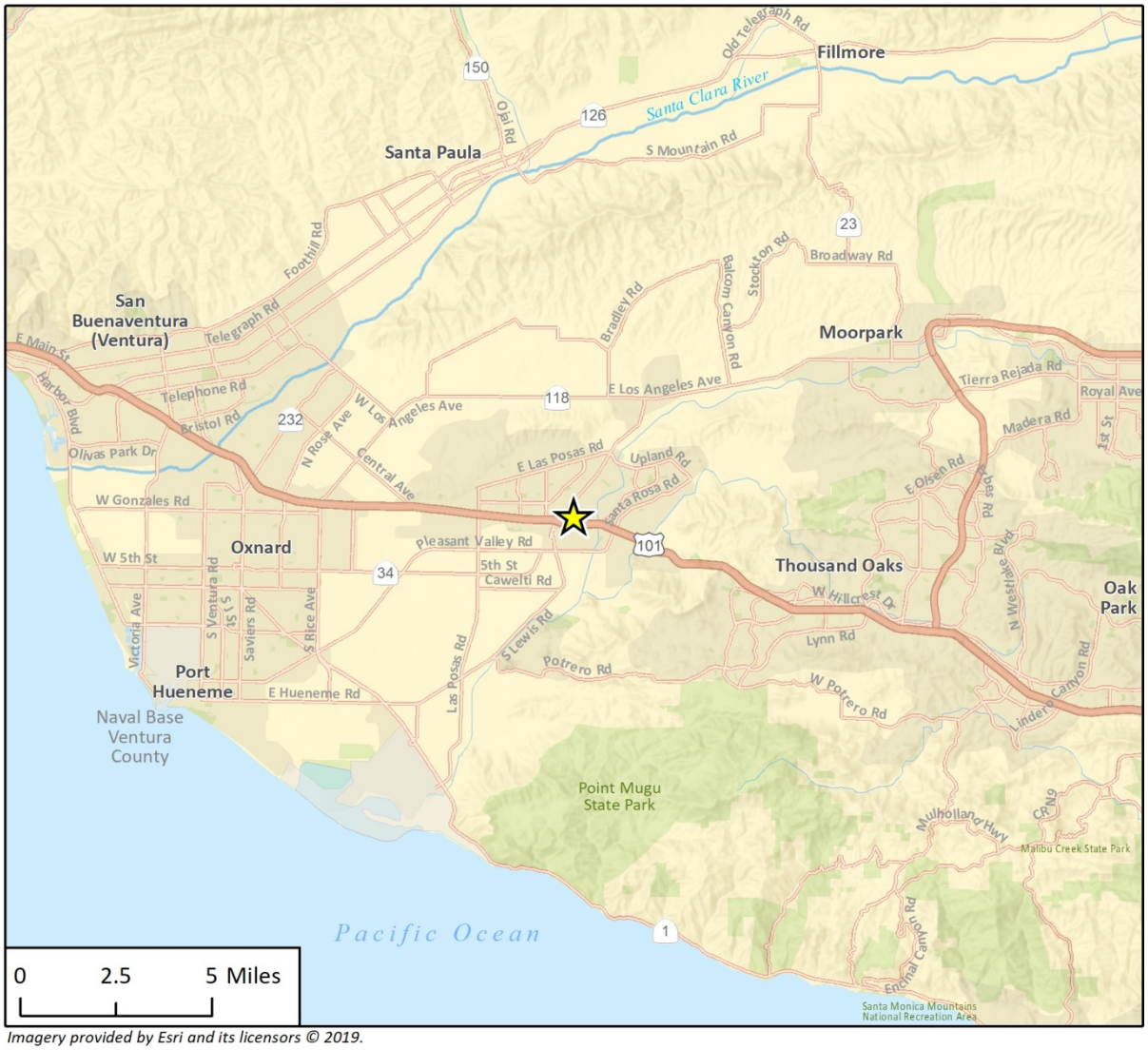
5. Project Sponsor's Name and Address

Rexford Industrial Mission Oaks LLC
Contact: Bruce Herbkersman
11620 Wilshire Boulevard, 10th Floor
Los Angeles, California 90025

6. General Plan Designation

The Camarillo General Plan land use designation for the project site is Industrial. The proposed project conforms to the land use designation.

Figure 1 Regional Location



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Project Location

N

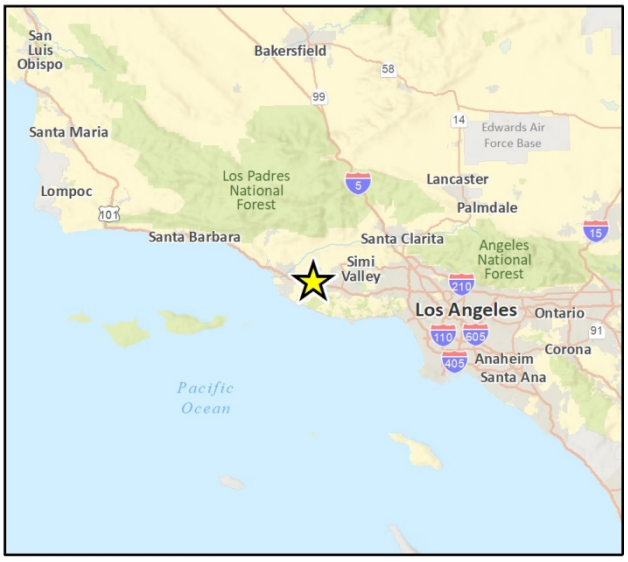
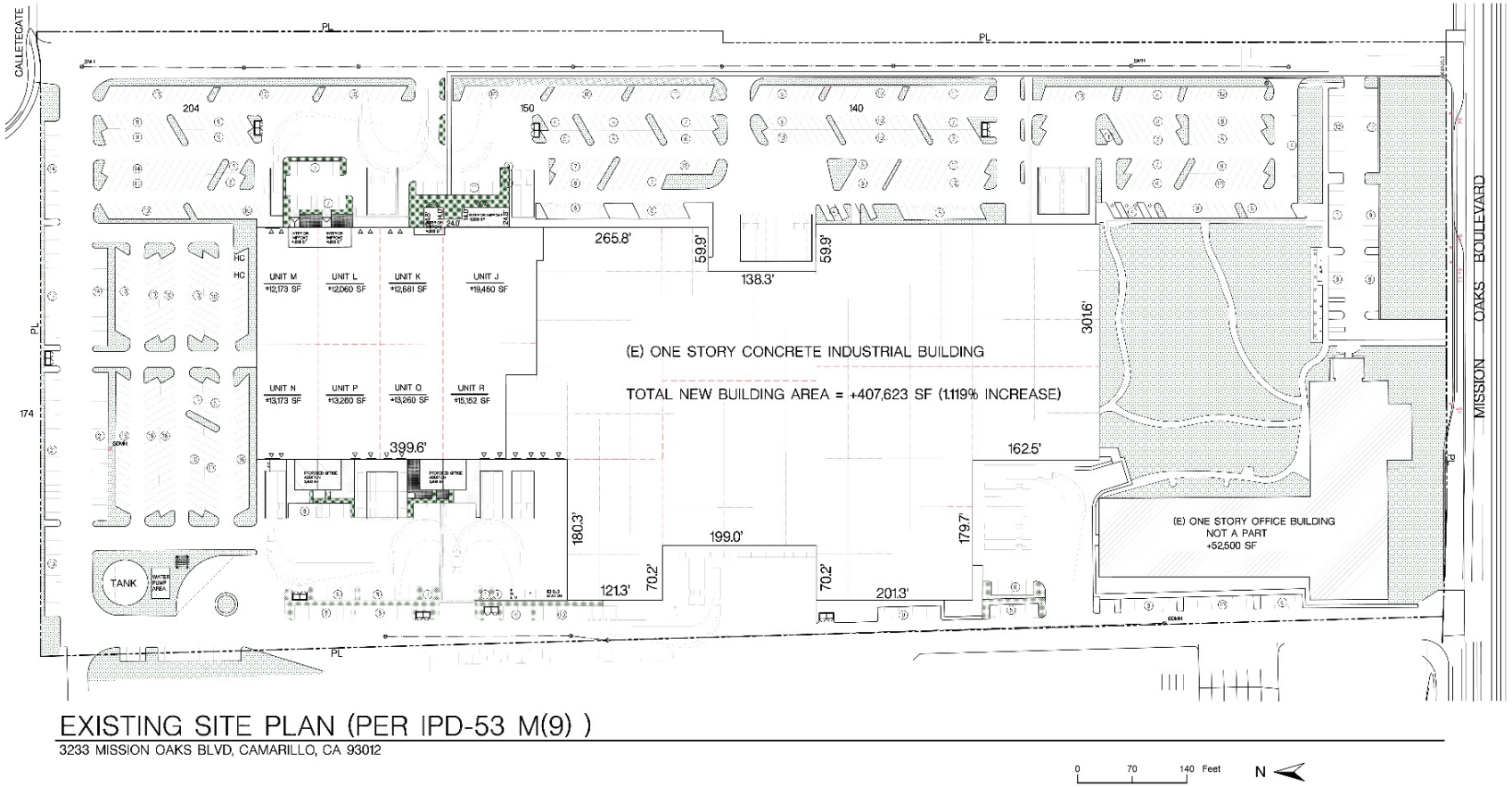


Figure 2 Project Location

Imagery provided by Microsoft Bing and its licensors © 2019.

Fig 2 Project Location

Figure 3 Existing Site Plan



Source: John Cataldo Architects, 2020.

Figure 4 Site Photographs

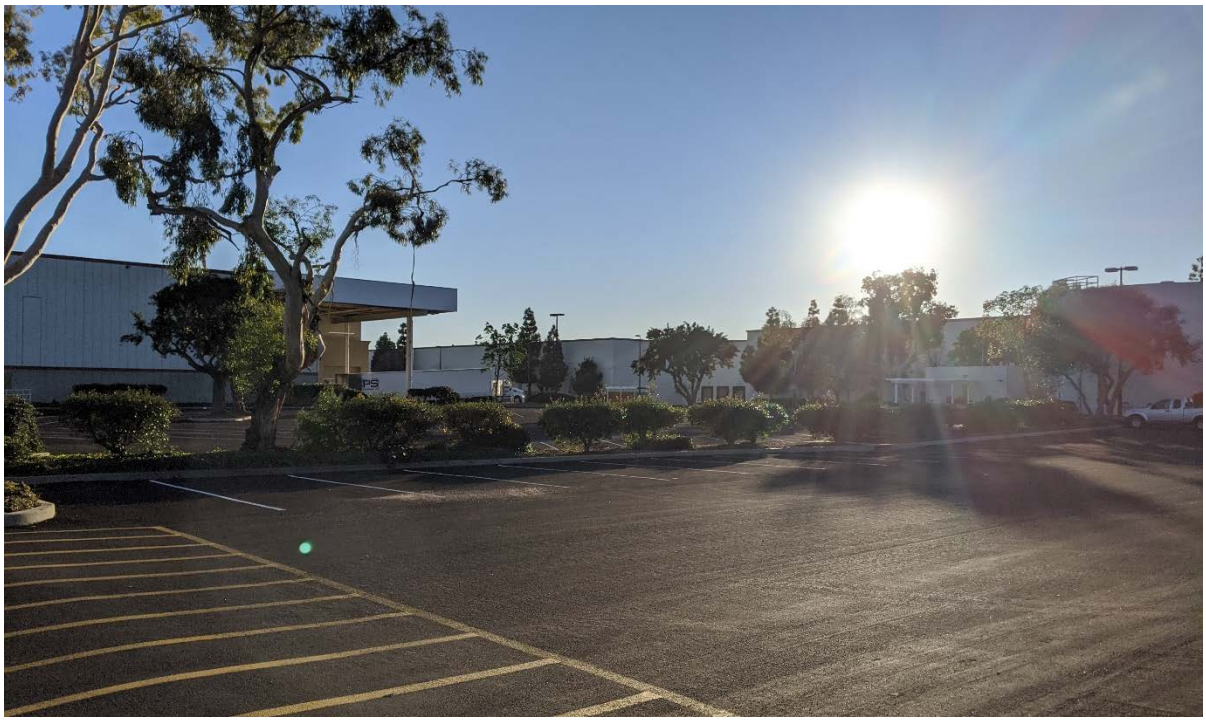
Photograph 1. View looking west at existing office building and landscaping in southern area of the project site to be demolished by the project. The project would include construction of Building A in this area.

Photograph 2. View looking north from existing office building in southern area of the project site towards existing warehouse building to remain.

Photograph 3. View looking southwest from eastern edge of project site toward the existing warehouse building to remain.

Photograph 4. View looking northwest from eastern edge of project site toward the existing warehouse building to remain.

Photograph 5. View looking southeast from northern edge of project site toward the existing warehouse building to remain. The project would include construction of Building B as an addition to the existing warehouse in this area.



Photograph 6. View looking southwest from northern edge of project site toward the existing warehouse building and water tank to remain. The project would include construction of Building B as an addition to the existing warehouse in this area.

Photograph 7. View looking south from near northwestern corner of project site toward the existing warehouse building to remain.

7. Zoning

The project site is zoned Light Manufacturing (M-1). The existing industrial warehouse uses in the M-1 Zone are permitted uses subject to the approval of an Industrial Planned Development Permit (Camarillo Municipal Code [CMC] section 19.30.030). Expansion of existing industrial uses such as any kind of manufacturing, processing or treating of products, wholesale businesses, storage buildings and warehouses, and distribution facilities are permitted in the M-1 Zone, subject to the approval by the Planning Commission (CMC section 19.30.030A). The proposed project would conform to the zoning designation, if the requested major modification to an Industrial Planned Development Permit is granted.

8. Description of Project

Building Characteristics

The proposed project involves demolition of the existing 52,500 square foot (sf) office building on the southern portion of the project site (adjacent to Mission Oaks Boulevard), construction of a new 120,500 sf multi-tenant industrial building (Building A), and the addition of 55,810 sf (Building B) to an existing industrial building. An existing 373,951 sf of industrial space and 33,672 sf of office space would remain. The final building footprint would cover 583,933 sf of the 1,389,128 sf (31.9-acre) lot. The project would reduce landscaped area from 246,697 sf to 140,282 sf and increase parking spaces from 616 to 823 stalls. Figure 5a through Figure 5c provide an overall site plan for the proposed project, and plans for Buildings A and B.

The proposed Building A would be one-story with a height of 40 feet. The proposed Building B would be one-story with a height of 32 feet. Both buildings would include clay barrel roof tiles and raised, metal canopies. The walls would be constructed via concrete tilt up and the windows would be clear anodized metal frame with tinted gray/blue glazing. Figure 6a and Figure 6b depict elevations for each building.

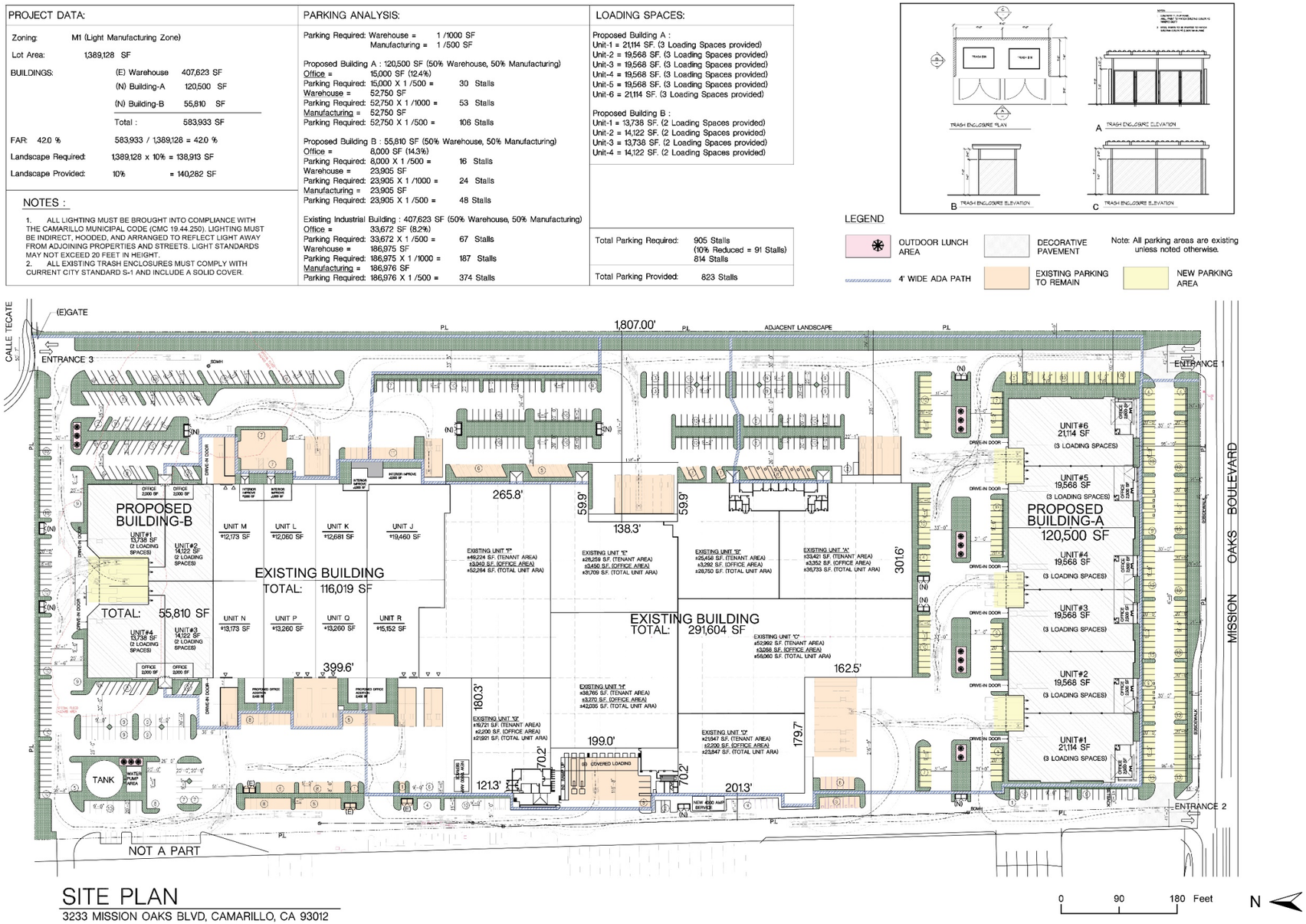
Building A would contain six units, each with a 2,500 sf office space and two loading docks. Building B would contain four units, each with a 4,000 sf office space and one loading dock. In total, the proposed project would provide 10 units and 16 loading docks. Rooftop heating, ventilation and air conditioning (HVAC) systems would be provided for each unit's office area. The project would also include energy-efficient appliances and lighting, and water-efficient appliances and fixtures.

Table 1 provides a breakdown of area coverage of the buildings, paving, and landscaping for the proposed project.

Table 1 Project Summary

Building Area (in square feet)	
Existing	
Warehouse	373,951 to remain
Office	33,672 to remain
	52,500 to be demolished
Existing to Remain Subtotal	407,623
Proposed	
Building A	120,500
Building B	55,810
Proposed Subtotal	176,310
Total after Project Implementation	**583,933 (42.0% site coverage)**
Net Change	**+ 176,310**
Landscaping (in square feet)	
Existing	246,697
Proposed	140,282
Total after Project Implementation	140,282 **(10.1% site coverage)**
Net Change	**- 106,415**
Parking	
Standard Parking Spaces (number of stalls)	
Existing to Remain	616
Proposed	207
Total after Project Implementation	**823 (Net Change +207)**
Loading Docks (number of docks)	
Existing to remain	44
Proposed	16
Total	**60 (Net Change +16)**
Total Parking Area	**730,195 sf (48.0% site coverage)**

Figure 5a Project Site Plan



Source: John Cataldo Architects, 2020.

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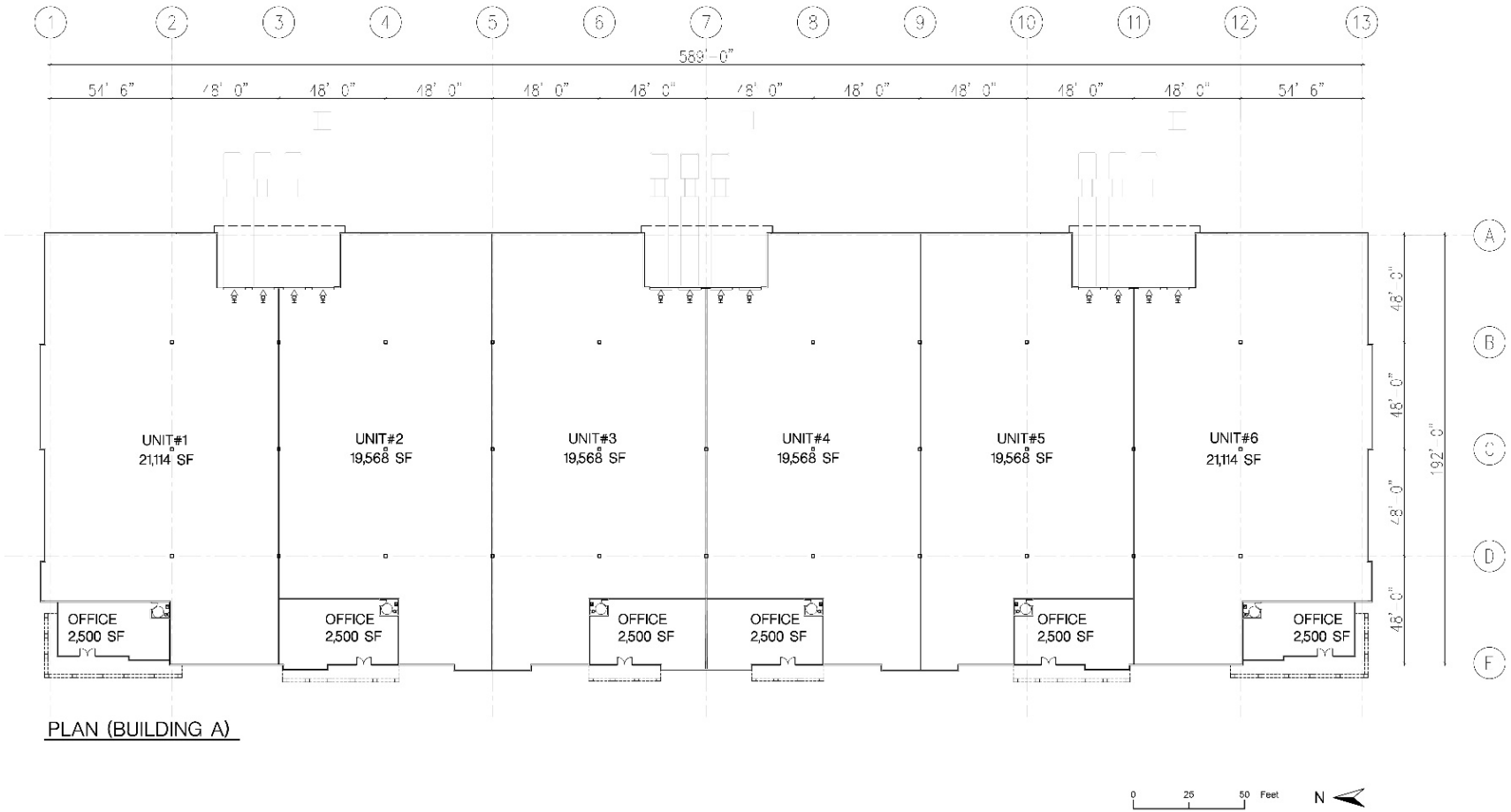
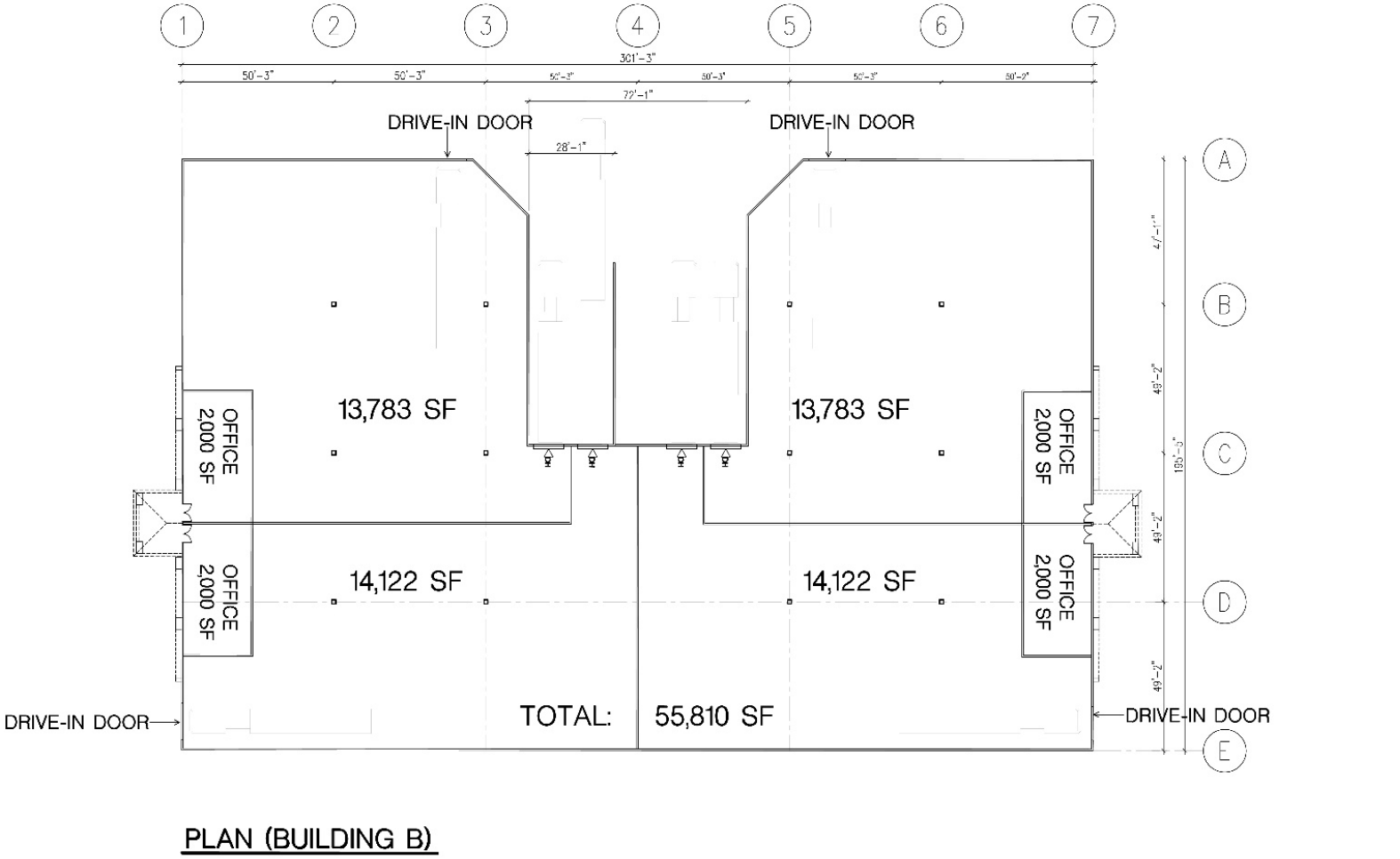
Figure 5b Building A Plan



Source: John Cataldo Architects, 2020.

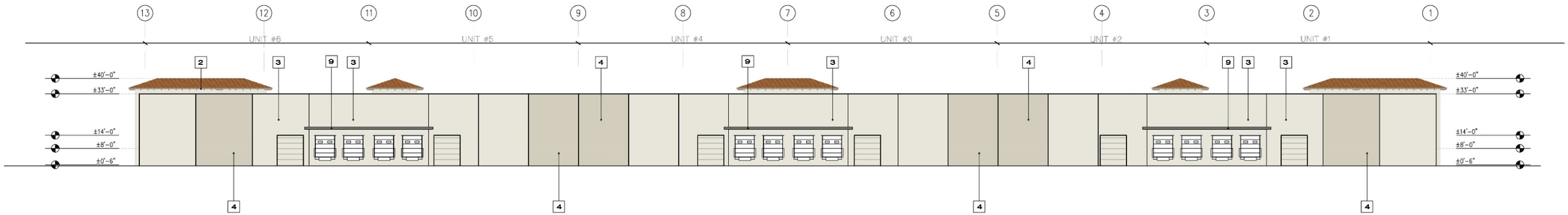
Figure 5c Building B Plan



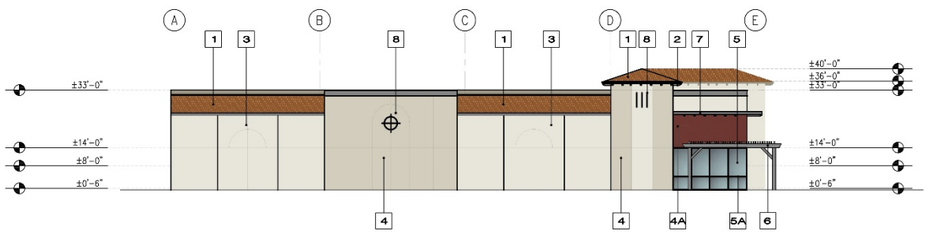
Source: John Cataldo Architects, 2020.

Figure 6a Building A Elevations

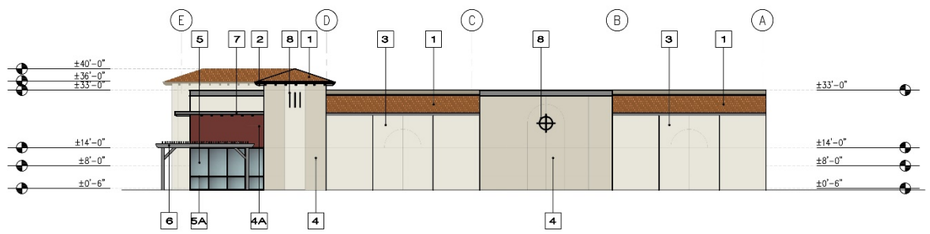
SOUTH ELEVATION



NORTH ELEVATION



WEST ELEVATION

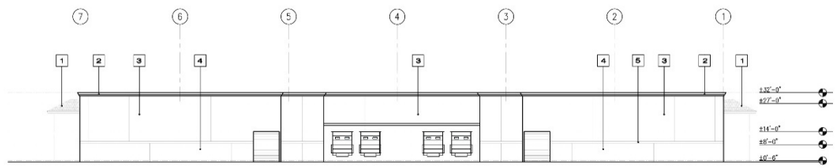


EAST ELEVATION

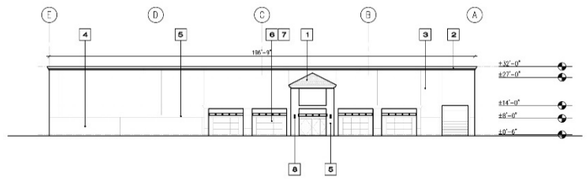
0 25 50 Feet

Source: John Cataldo Architects, 2020.

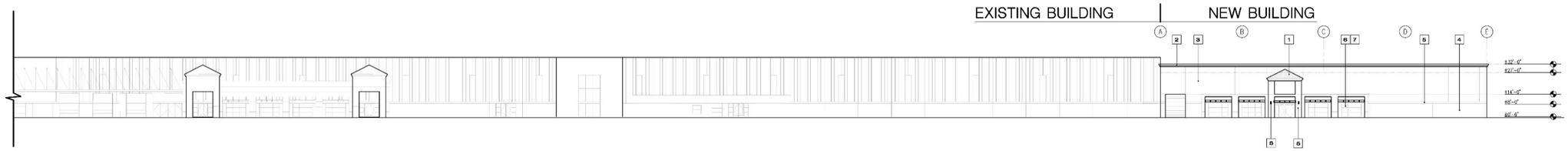
Figure 6b Building B Elevations



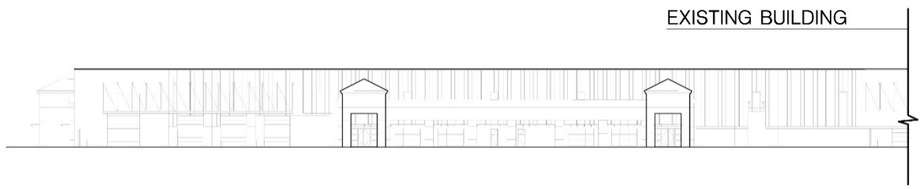
NORTH ELEVATION



WEST ELEVATION



EAST ELEVATION



EAST ELEVATION

0 35 70 Feet

Source: John Cataldo Architects, 2020.

Site Access

Vehicular access to the project site is provided through three access points. Two access points, located at the southeast and southwest corners of the project site, provide ingress and egress to Mission Oaks Boulevard. One access point, located at the northeast corner of the project site, provides ingress and egress to Calle Tecate via a gated driveway, which would be open during normal business hours, but closed nights and weekends. ADA pathways are provided throughout the project site and are accessible from existing pedestrian facilities on the eastern, western, and southern sides of the project site.

Grading and Construction

Project construction would extend for approximately 15 months and is anticipated to occur from September 2020 to December 2021. Construction phases would include demolition, site preparation, grading, building construction, asphalt paving, and architectural coating.

- **Demolition:** September 2020 to October 2020
- **Site Preparation:** October 2020 to November 2020
- **Grading:** November 2020 to January 2021
- **Building Construction:** January 2021 to November 2021
- **Asphalt Paving:** November 2021 to December 2021
- **Architectural Coating:** November 2021 to December 2021

Construction would occur Monday through Saturday from 7 AM to 7 PM. Project grading would excavate approximately 8,745 cubic yards (cy) of soil, roughly 2,600 cy of which would be used as fill. The project would export the remaining 6,145 cy of soil. Project construction would require approximately 385 truck trips to export soil, assuming soil is transported in trucks with a standard 16-cy capacity. The project site is located approximately 900 feet from northbound U.S. 101 ramps (at Flynn Road), and 0.7 miles from southbound U.S. 101 ramps (at Dawson Drive). Haul routes have not been specified for the project; however, all haul routes would require approval by the City.

Drainage Features

The project would implement stormwater quality mitigation controls specified in the approved Post Construction Stormwater Management Plan (PCSMP) No. SW0028, which is designed to comply with the Ventura County Municipal Stormwater Permit and related Ventura County Technical Guidance Manual for Stormwater Quality Control Measures (Technical Guidance Manual).

Required Lead Agency Approvals

The project proponent is requesting a major modification to an Industrial Planned Development Permit, which requires review and approval by the City of Camarillo Planning Commission.

9. Surrounding Land Uses and Setting

The project site is located in the Flynn Road Industrial area, north of Mission Oaks Boulevard and U.S. 101. The project site is immediately surrounded by industrial land uses on the northern, eastern and western sides. U.S. 101 is located immediately south of the project site, parallel to Mission Oaks Boulevard. The nearest residences are single family homes located approximately 800 feet west of

the project site. Pleasant Valley School of Engineering and Arts Early Education Center is the closest school, located 450 feet northwest of the project site.

10. Other Public Agencies Whose Approval is Required

There are no other public agencies whose approval is required for the project.

11. AB 52 Compliance

Letters were delivered by certified mail to the Barbareño/Ventureño Band of Mission Indians, Coastal Band of the Chumash Nation, and Santa Ynez Band of Mission Indians on February 7, 2020 and were delivered on February 11, 2020. As of June 2020, no California Native American tribes traditionally or culturally affiliated with the project area have requested consultation pursuant to Public Resources Code Section 21080.3.1.

Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

☐	Aesthetics	☐	Agriculture and Forestry Resources	☐	Air Quality
■	Biological Resources	☐	Cultural Resources	☐	Energy
☐	Geology/Soils	☐	Greenhouse Gas Emissions	■	Hazards and Hazardous Materials
☐	Hydrology/Water Quality	☐	Land Use/Planning	☐	Mineral Resources
☐	Noise	☐	Population/Housing	☐	Public Services
☐	Recreation	☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities/Service Systems	☐	Wildfire	■	Mandatory Findings of Significance

Determination

Based on this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Signature	Date
Printed Name	Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	■
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	■
c. Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	■	☐
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

a. Would the project have a substantial adverse effect on a scenic vista?

The City of Camarillo General Plan Community Design Element broadly characterizes open space areas, including agricultural land, hillside areas, and waterways, and views of the Santa Monica and Calleguas Mountains as scenic resources within the community. The project site is in an urbanized area and is not adjacent to any of these identified scenic resources. The project site is in an urbanized area and is not adjacent to any of these designated scenic resources. The nearest scenic resource is open space along Calleguas Creek, located 0.5 miles east of the project site; however, the project would not obstruct views of this resource because the project site is not in the line of sight from a designated public viewpoint.

In addition, the project would maintain current building heights. The project site is currently developed with two one-story structures located in the southwestern and central portions of the site. The proposed Building A would be one-story with a height of 40 feet and proposed Building B would be one-story with a height of 32 feet, both of which are consistent with current building heights on the project site and surrounding area and would not exceed the height limit of 40 feet within the M-1 Light Manufacturing zone (CMC Section 19.30.090). Existing landscaping is

concentrated in the southern portions of the site. Asphalt parking lots are concentrated in the northern and eastern portions of the site. Views from the project site include scattered, industrial structures to the north, a parking lot and industrial structure to the east, partial views of U.S. 101, screened by landscaped berms, to the south, and an industrial building to the west. Figure 4 shows existing views of the project site from the adjacent roadways. No scenic vistas are available from or through the project site. The proposed project would not interfere with or obstruct views of General Plan designated scenic resources; therefore, the project would have no impact on a scenic vista

NO IMPACT

b. Would the project substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The City of Camarillo General Plan Background Report indicates that there are no California Department of Transportation (Caltrans) Designated Scenic Routes in the City of Camarillo. Moreover, there are no existing historic buildings or scenic rock outcroppings on the project site that would be damaged by the project. Consequently, there would be no impact to a state scenic highway.

NO IMPACT

c. Would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The City of Camarillo General Plan Community Design Element outlines goals, objectives, policies and programs for scenic corridors, gateways, streets, and corridors in the city. The General Plan outlines four roadways to maintain and preserve as major or minor scenic corridors with key entry points. The project site is in an urbanized area that is within two City-designated scenic corridors, the U.S. 101 and Lewis Road scenic corridors. The project site is not visible from the Lewis Road scenic corridor because of existing landscaped berms along the road and railroad tracks. The project site is partially visible from the U.S. 101 scenic corridor, but predominately screened by landscaped berms. Views along the urban area of the U.S. 101 scenic corridor are typically foreground views, including elements such as light industrial facilities, commercial buildings, and streetscapes. The project site is located in an urban area and does not contain any designated scenic resources (open space, agricultural areas, hillsides, and waterways).

The project site is located in the Heritage Zone because it is within 500 feet of U.S. 101 and within 1,000 feet of a designated freeway interchange (Flynn Road/U.S. 101 interchange). Therefore, the project would be required to adhere to the design guidelines of the Heritage Zone. Section 10.2.5 of the Community Design Element sets the design theme for the Heritage Zone, including restrictions on style of architectural elements and the types, colors and textures of materials allowed for use in building design. As shown in Figure 6a and Figure 6b, both proposed buildings would include façade improvements and architectural details, such as red Spanish clay-tile towers, metal trellises, plaster walls with cornice detail, and gray/bluetinted glass store fronts, which match the existing structures on the project site. Similar to existing development within the project site, landscaping would be provided within the setbacks and surface parking areas. Therefore, the project would be visually compatible with existing structures on the project site. The project site would also be visually compatible with the industrial structures that front Mission Oaks Boulevard to the east and west of the project site, which also feature red Spanish clay-tile roofs, plaster walls, and gray/blue-tinted

glass store fronts. The architecture, size, and massing of the proposed buildings will not degrade the existing visual character or quality of public views of the site and its surroundings. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The project would include lighting, which would contribute to existing sources of light and glare in the surrounding industrial area and from U.S. 101. However, the project would be required to comply with applicable lighting requirements, including CMC Title 19, Section 19.30.200, which outlines site design standards for lighting for development in properties zoned as M-1, Light Manufacturing Zone, in the city. Additionally, the project would be required to comply with applicable design standards in the City of Camarillo General Plan Community Design Element, which requires that light fixtures complement the character and style of the development. The project site is currently developed and includes existing lighting. The project site is also surrounded by industrial development. Therefore, the project would not create a new source of substantial light or glare that is incompatible with adjacent uses or that would adversely affect day or nighttime views in the area.

LESS THAN SIGNIFICANT IMPACT

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2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	■
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	■
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	■
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	■

a. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b. Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?

c. Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)); timberland (as defined by Public Resources Code Section 4526); or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

d. Would the project result in the loss of forest land or conversion of forest land to non-forest use?

e. Would the project 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?

According to the California Department of Conservation (DOC) Important Farmland Finder, the project site is not on land designated as Prime Farmland, Unique Farmland or Farmland of Statewide Importance (DOC 2019). The project site is currently developed, has a land use designation of Industrial and is zoned M-1. The project site is not zoned for agricultural use, timberland or forest and is not under Williamson Act Contract (Camarillo 2017). The project site is in an urbanized area and is not located adjacent to any farmlands or forestland, and implementation of the project would not have any indirect impacts on farmland or forestland that could lead to their conversion to non-agricultural or non-forest uses. Therefore, the proposed project would have no impact on agriculture or forestry resources.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	■
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	■	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	■	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	■	☐

The project site is located in the South Central Coast Air Basin (Basin), which covers San Luis Obispo, Santa Barbara, and Ventura counties. The Ventura County Air Pollution Control District (VCAPCD) monitors and regulates the local air quality in Ventura County and manages the Air Quality Management Plan (AQMP). The analysis presented in this section is based upon information found in the Ventura County Air Quality Assessment Guidelines (Guidelines), adopted by the VCAPCD in 2003.

Air quality is affected by stationary sources (e.g., industrial uses and oil and gas operations) and mobile sources (e.g., motor vehicles). Air quality at a given location is a function of several factors, including the quantity and type of pollutants emitted locally and regionally, and the dispersion rates of pollutants in the region. Primary factors affecting pollutant dispersion are wind speed and direction, atmospheric stability, temperature, the presence or absence of inversions, and topography. The project site is located in the southeastern portion of the Basin, which has moderate variability in temperatures, tempered by coastal processes. The air quality in the Basin is influenced by a wide range of emission sources, such as dense population centers, heavy vehicular traffic, industry, and weather.

Air Quality Standards and Attainment

The VCAPCD is required to monitor air pollutant levels to ensure National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) are met. If the standards are met, the Basin is classified as being in "attainment." If the standards are not met, the Basin is classified as being in "nonattainment," and the VCAPCD is required to develop strategies to meet the standards. According to the California Air Resources Board (CARB) Area Designation Maps, the project site is located in a region identified as being in nonattainment for ozone NAAQS and CAAQS

and nonattainment for particulate matter less than 10 microns in diameter (PM_{10}) CAAQS (CARB 2019). In February 2017, the VCAPCD adopted the 2016 Ventura County AQMP, which provides a strategy for the attainment of federal ozone standards.

San Joaquin Valley Fever (formally known as Coccidioidomycosis) is an infectious disease caused by the fungus *Coccidioides immitis*. San Joaquin Valley Fever (Valley Fever) is a disease of concern in the Basin. Infection is caused by inhalation of *Coccidioides immitis* spores that have become airborne when dry, dusty soil or dirt is disturbed by natural processes, such as wind or earthquakes, or by human-induced ground-disturbing activities, such as construction, farming, or other activities (VCAPCD 2003). From 2011 to 2015, the number of cases of Valley Fever reported in California averaged 3,611 per year, with an average of 50 cases per year reported in Ventura County (California Department of Public Health 2016).

Air Pollutant Emission Thresholds

The VCAPCD's Guidelines recommend specific air emission criteria and threshold levels for determining whether a project may have a significant adverse impact on air quality within the Basin. The project would have a significant impact if operational emissions exceed 25 pounds per day of reactive organic compounds (ROC; also referred to as reactive organic gases) or 25 pounds per day of nitrogen oxides (NO_X). The 25 pounds per day threshold for ROC and NO_X is not intended to be applied to construction emissions since such emissions are temporary. Nevertheless, VCAPCD's Guidelines state that construction-related emissions should be mitigated if estimates of ROC or NO_X emissions from heavy-duty construction equipment exceed this threshold.

The VCAPCD has not established quantitative thresholds for particulate matter for either operation or construction. However, the VCAPCD indicates that a project that may generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons, or which may endanger the comfort, repose, health, or safety of any such person, or which may cause or have a natural tendency to cause injury or damage to business or property, would have a significant air quality impact. This threshold is applicable to the generation of fugitive dust during construction grading and excavation activities. The VCAPCD Guidelines recommend fugitive dust mitigation measures that should be applied to all dust-generating activities. Such measures include minimizing the project disturbance area, watering the site prior to commencement of ground-disturbing activities, covering all truck loads, and limiting on-site vehicle speeds to 15 miles per hour or less.

Applicable VCAPCD Rules and Regulations

The VCAPCD implements rules and regulations for emissions that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. Relevant rules and regulations to the project include those listed below.

Rule 50 (Opacity)

This rule sets opacity standards on the discharge from sources of air contaminants. This rule would apply during construction of the proposed project.

Rule 51 (Nuisance)

This rule prohibits any person from discharging air contaminants or any other material from a source that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public or which endangers the comfort, health, safety, or repose to any considerable number of persons or the public. The rule would apply during construction and operational activities.

Rule 55 (Fugitive Dust)

This rule requires fugitive dust generators, including construction and demolition projects, to implement control measures limiting the amount of dust from vehicle track-out, earth moving, bulk material handling, and truck hauling activities. The rule would apply during construction and operational activities.

Rule 55.1 (Paved Roads and Public Unpaved Roads)

This rule requires fugitive dust generators to begin the removal of visible roadway accumulation within 72 hours of any written notification from the VCAPCD. The use of blowers is expressly prohibited under any circumstances. This rule also requires controls to limit the amount of dust from any construction activity or any earthmoving activity on a public unpaved road. This rule would apply throughout all construction activities.

Rule 55.2 (Street Sweeping Equipment)

This rule requires the use of PM_{10} efficient street sweepers for routine street sweeping and for removing vehicle track-out pursuant to Rule 55. This rule would apply during all construction and operational activities.

Rule 74.2 (Architectural Coatings)

This rule sets limits on the volatile organic compound (VOC) content of architectural coatings. Non-flat coatings are limited to 150 grams per liter of VOC content. The proposed project is required to comply with this rule.

Rule 74.4 (Cutback Asphalt)

This rule sets limits on the type of application and VOC content of cutback and emulsified asphalt. The proposed project is required to comply with the type of application and VOC content standards set forth in this rule.

a. Would the project conflict with or obstruct implementation of the applicable air quality plan?

According to the VCAPCD's Guidelines, a project may be inconsistent with the applicable air quality plan if it would cause the existing population to exceed forecasts contained in the most recently adopted AQMP. The VCAPCD adopted the 2016 Ventura County AQMP to demonstrate a strategy for, and reasonable progress toward, attainment of the federal 8-hour ozone standard. The 2016 Ventura County AQMP relies on the Southern California Association of Governments' (SCAG's) 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) forecasts of regional population growth in its AQMP population projections.

The proposed project includes industrial land uses that would result in a small increase of available jobs that could potentially increase Camarillo's population if these jobs were filled by employees

who became new residents of the City. As discussed in Section 14, *Population and Housing*, the existing office that would be demolished currently employees approximately 113 employees. The proposed warehouse would potentially generate approximately 372 employees, or a net increase of 259 new employees to the project site. This would contribute less than three percent of the SCAG employment growth projections for Camarillo, which is expected to add 11,500 new jobs from 2012 levels by 2040. Therefore, the project would not cause exceedances of the 2016 SCAG RTP/SCS and the 2016 Ventura County AQMP growth forecasts, and no impact would occur.

NO IMPACT

b. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Methodology

Construction project emissions were estimated using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. CalEEMod was developed by the South Coast Air Quality Management District and is used by jurisdictions throughout California to quantify criteria pollutant emissions. The model calculates criteria pollutant emissions and GHGs emissions, reported as CO_2e. The calculation methodology and input data used in CalEEMod can be found in the CalEEMod User's Guide and appendices (CAPCOA 2017). The input data and subsequent construction and operation emission estimates for the project are detailed in the following discussion. CalEEMod output files for the project are included in Appendix A to this report.

For the purpose of modeling, the analysis relied upon the following assumptions:

- **Existing Site Features.** The existing 402,823 sf of industrial space, 4,800 sf of office space, 616 parking spaces, and 44 loading docks that would be unchanged by the proposed project were excluded from the modeling for both existing and proposed conditions, as they would yield no net increase or decrease in emissions.
- **Construction Phases.** Project construction would extend for approximately 15 months from September 2020 to December 2021, with crews working six days per week. Phases were modeled as outlined in the Project Description, except architectural coating was extended for half of the building construction period to account for buildings being painted as they are completed. Construction of each building may occur in separate overlapping phases, each lasting nine months. This analysis conservatively models building construction as occurring simultaneously over an 11-month period.
- **Vehicle Trips.** Based on the Traffic Study (Appendix C), it was assumed the existing land use generates 426 average daily trips (ADT) and the proposed land use would generate a total of 811 ADT.
- **Energy Usage.** Operational electricity energy intensity was reduced by 30 percent to account for the requirements of 2019 Title 24 standards (California Energy Commission 2019).
- **Water and Wastewater.** CalEEMod does not incorporate water use reductions achieved by 2016 CALGreen (Part 11 of Title 24). New development would be subject to CALGreen, which requires a 20 percent increase in indoor water use efficiency. Thus, in order to account for compliance with CALGreen, a 20 percent reduction in indoor water use was included in the water consumption calculations for new development.
- **Solid Waste.** According to a CalRecycle report to the Legislature, as of 2013, California had achieved a statewide 50 percent diversion of solid waste from landfills through

"reduce/recycle/compost" programs (CalRecycle 2015). However, AB 341 sets a statewide goal that 75 percent of the solid waste generated be reduced, recycled, or composted by 2020. Therefore, to account for the continuing actions of recycling requirements under state law (i.e., AB 341), an additional 25 percent solid waste diversion rate was included in CalEEMod for the existing and proposed conditions runs.

In addition, it was assumed the proposed project would comply with all applicable regulatory standards, including the VCAPCD rules previously outlined. Some measures, such as reducing vehicle speeds to 15 miles per hour on unpaved roads to reduce fugitive dust emissions, were incorporated into the CalEEMod model. Other measures, such as those reducing emissions of ozone precursors, were not incorporated into the modeling of construction emissions, but would further reduce construction emissions beyond those presented in this analysis.

Construction Impacts

Construction activities associated with development of the proposed project would temporarily generate criteria pollutant emissions associated with equipment and fugitive dust. Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. It is assumed that all of the construction equipment used would be diesel-powered. ROC emissions are generated primarily during architectural coating phases of project construction.

Estimated maximum daily ROC, NO_X, CO, PM_{10}, and $PM_{2.5}$ construction emissions are shown in Table 2. The VCAPCD's 25 pounds per day thresholds for ROC and NO_X do not apply to construction emissions because such emissions are temporary. Therefore, construction air quality impacts would be less than significant. However, as stated above in the *Air Emissions Thresholds* section, VCAPCD recommends that mitigation be required if ROC and NO_X emissions exceed 25 pounds per day.

Table 2 Project Construction Emissions – Unmitigated

	Maximum Daily Emissions (pounds per day)					
Construction	**ROC**	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Maximum	20.0	36.5	38.0	0.1	4.3	2.6

ROC: reactive organic compounds; NO_X: nitrogen oxides; CO: carbon monoxide; SO_X: sulfur oxides; PM_{10}: particulate matter less than 10 microns in diameter; $PM_{2.5}$: particulate matter less than 2.5 microns in diameter; NA, not applicable.

See Appendix A for modeling details and CalEEMod results.

Notes: Emissions presented are the highest of the winter and summer modeled emissions. Emissions data is sourced from "mitigated" results, which incorporate standard emissions reductions from measures that would be implemented during project construction, such as fugitive dust emissions reduction measures required by VCAPCD Rule 55.

Construction-related air quality impacts would be less than significant. As shown in Table 2, ROC emissions would not exceed 25 pounds per day, but NO_X emissions would exceed 25 pounds per day. Therefore, per VCAPCD's Guidelines, the following mitigation is recommended to reduce project construction emissions to below 25 pounds per day of NO_X.

Mitigation Measures

Mitigation Measure AQ-1 is recommended to reduce construction emissions of NO_X to under 25 pounds per day, as recommended by VCAPCD. With implementation of recommended Mitigation

Measure AQ-1, the project's maximum daily NO_X emissions would be reduced to 13.5 pounds per day during construction (see Appendix A), which would not exceed 25 pounds per day recommended by VCAPCD.

AQ-1 Ozone Precursor Control Measures

The project developer must implement the following ozone precursor control measures throughout all phases of construction. The project developer must include in construction contracts the control measures required:

- All off-road diesel construction equipment must meet U.S. EPA Tier 4 emission standards
- Equipment engines must be maintained in good condition and in proper tune as per manufacturer's specifications
- In accordance with Section 2485 of Title 13 of the California Code of Regulations, the idling of all diesel-fueled commercial vehicles (weighing over 10,000 pounds) during construction must be limited to five minutes at any location.

Operational Impacts

Operational emissions are comprised of area source emissions, energy emissions, and mobile source emissions. Area source emissions are generated by landscape maintenance equipment; consumer products such as solvents and propellants contained in aerosol and non-aerosol products; pesticide application; and architectural coating. Emissions attributed to energy use include electricity and natural gas consumption for space and water heating. Mobile source emissions are generated by the increase in motor vehicle trips to and from the project site associated with operation of on-site development.

As previously discussed, the air quality modeling performed for this analysis does not include the buildings on the project site that would remain since they would not contribute to a net change in air pollutant emissions. However, air pollutant emissions associated with the existing, to-be-demolished 52,500 sf office building were modeled and subtracted from the air pollutant emissions modeled for the proposed new structures. The project's operational air quality impacts would be significant if the net increase in air pollutant emissions exceeds the VCAPCD significance threshold of 25 pounds per day of ROC or NO_X.

Table 3 summarizes the existing, proposed, and net increase of air pollutant emissions on the project site.

Table 3 Operational Emissions (Project - Office Building to be Demolished)

Emission Source	Maximum Daily Emissions (pounds per day)					
	ROC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Proposed Project						
Total Maximum Daily Emissions	5.9	6.2	16.9	0.1	5.5	1.6
Existing Office Building to be Demolished						
Total Maximum Daily Emissions	2.1	2.8	8.1	<0.1	2.2	0.6
Net Increase in Emissions	3.8	3.4	8.8	<0.1	3.3	1.0
VCAPCD Significance Thresholds	25	25	NA	NA	NA	NA
Threshold Exceeded?	**No**	**No**	**No**	**No**	**No**	**No**

ROC: reactive organic compounds; NO_X: nitrogen oxides; CO: carbon monoxide; SO_X: sulfur oxides; PM_{10}: particulate matter less than 10 microns in diameter; $PM_{2.5}$: particulate matter less than 2.5 microns in diameter; NA: not applicable

See Appendix A for modeling details and CalEEMod results.

Notes: Emissions presented are the highest of the winter and summer modeled emissions. Emissions data is sourced from "mitigated" results, which incorporate standard emissions reductions from measures that would be implemented during project construction, such as fugitive dust emissions measures required by VCAPCD Rule 55. Mitigation Measure AQ-1 is also incorporated into the "mitigated" results.

The project's net increase in operational emissions would not exceed the VCAPCD recommended significance thresholds of 25 pounds per day for ROC or NO_X. Thresholds have not been established for CO, SO_2, or particulate matter. Therefore, operation of the proposed project would not generate emissions of criteria air pollutants that would have a significant impact on regional air pollution.

LESS THAN SIGNIFICANT IMPACT

c. Would the project expose sensitive receptors to substantial pollutant concentrations?

The VCAPCD defines sensitive receptors as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of sensitive receptors listed in the VCAPCD Guidelines include schools, hospitals, and daycare centers (VCAPCD 2003). The project site is immediately surrounded by industrial land uses on the northern, eastern and western sides. U.S. 101 is located immediately south of the project site, parallel to Mission Oaks Boulevard. The nearest residences are single family homes located approximately 800 feet west of the project site. Pleasant Valley School of Engineering and Arts Early Education Center is the closest school, located 450 feet northwest of the project site.

The proposed project would increase light industrial activity, but would not introduce new uses. As discussed under item 3(b) above, project construction would result in emissions of criteria pollutants, including fugitive dust, ROC, and NO_X. However, such emissions would be temporary in nature and reduced through compliance with existing regulations, such as VCAPCD Rule 55, and with implementation of recommended Mitigation Measure AQ-1. Project operation would not generate criteria pollutants in excess of VCAPCD recommended significance thresholds.

Traffic-congested roadways and intersections have the potential to generate elevated localized carbon monoxide (CO) levels (i.e., CO hotspots). In general, CO hotspots occur in areas with poor circulation or areas with heavy traffic. Existing CO levels in Ventura County have been historically

low enough that VCAPCD monitoring stations throughout the county ceased monitoring ambient CO concentrations in March and July 2004 (VCAPCD 2010). As discussed in Section 17, *Transportation*, the 385 average daily vehicle trips generated by the project would not significantly impact any intersection operations. Therefore, the project would not cause congestion on nearby roadways that could create a CO hotspot. In addition, as discussed under item 3(b) above, the project would not exceed CO significance thresholds recommended by VCAPCD.

While potential users of the proposed light industrial space may require stationary equipment, no stationary source equipment is proposed at this time. If individual tenants proposed the use of stationary sources, equipment would be required to obtain an Authority to Construct Permit and a Permit to Operate per VCAPCD Rule 26, New Source Review. As part of the application process the tenant would be required to demonstrate to the satisfaction of the VCAPCD that stationary source emissions would not cause a violation of or interfere with the attainment of any national or state ambient air quality standard, which are designed to be protective of public health. Furthermore, the associated health risks of any proposed stationary equipment would be evaluated by VCAPCD pursuant to the Air Toxics "Hot Spots" Information and Assessment Act of 1987 (Assembly Bill 2588). If emissions result in health risk exceedances for workers, or on-site and off-site residences, mitigation to reduce health risks to below VCAPCD thresholds would be required prior to permit issuance.

In addition, CMC Chapter 19.54 Commercial/Industrial Performance Standards prohibit the use of industrial land in any manner that creates dangerous, injurious, noxious, or any other hazardous elements such as fire, explosive, noise or vibration, smoke, dust, odor, or other form of pollution to adversely affect the surrounding area or adjoining properties. Specifically, the project would be required to comply with CMC Section 19.54.080, which restricts emissions of toxic gases that can cause any damage to health, to animals or vegetation, or other forms of property, or which can cause any excessive soiling beyond the lot lines of the use. Lastly, the project would be required to adhere to VCPACD Rule 51 (Nuisance), which prohibits discharge of air contaminants or any other material from a source that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public or which endangers the comfort, health, safety, or repose to any considerable number of persons or the public. Adherence to existing laws and regulations would ensure that the project operation would not expose sensitive receptors to substantial pollutant concentrations. Therefore, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Project construction could generate odors associated with heavy-duty equipment operation and earth-moving activities. Such odors would be temporary in nature and limited to the duration of construction in the vicinity of the project site. The proposed project would be consistent with existing use of the project site, which includes light industrial space and truck loading docks. CMC Chapter 19.54 Commercial/Industrial Performance Standards, described in more detail above, prohibit the use of industrial land in any manner that creates dangerous, injurious, or noxious odor that adversely affects the surrounding area or adjoining properties. In addition, the project would be required to adhere to VCPACD Rule 51 (Nuisance), which prohibits discharge of air contaminants or any other material from a source that would cause nuisance to any considerable number of persons or the public, including odor. Adherence to existing laws and regulations would ensure that

the project operation would not create objectionable odors. Therefore, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	■	☐	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	■
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	■
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	■
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	■

a. Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

The project site encompasses 31.9 acres and is currently developed and mostly covered by building footprints and asphalt surfaces. The site is in a developed urban area and is approximately 0.5 miles from the nearest open space, Calleguas Creek. The nearest U.S. Fish and Wildlife Service (USFWS) designated Critical Habitat, located approximately 4.8 miles to the east, is habitat for the Lyon's pentachaeta (*Pentachaeta lyonii*), a native plant within the sunflower family (USFWS 2019). Project implementation would not affect or modify this protected habitat or wildlife habitats for this protected species within the city. Under existing conditions, approximately 18 percent of the project site is landscaped with ornamental trees, shrubbery and grasses. Due to the fact that this area consists solely of ornamental vegetation, and because of its isolation from any other natural area, it does not contain and is not suitable habitat for protected species.

However, migratory or other common nesting birds, while not designated as special-status species, are protected by the California Fish and Game Code (CFGC) and Migratory Bird Treaty Act (MBTA) and may nest in ornamental trees on-site. Therefore, construction of the project has the potential to directly (by destroying a nest) or indirectly (construction noise, dust, and other human disturbances that may cause a nest to fail) impact nesting birds protected under the CFGC and MBTA. Implementation of Mitigation Measure BIO-1 would ensure compliance with the CFGC Section 3503 and the MBTA with respect to nesting birds by reducing the impact through pre-construction nesting bird surveys and avoidance of active nests. Given the absence of special-status species and incorporation of mitigation for nesting birds, no impacts to special-status species or nesting birds would occur and impacts would be less than significant.

Mitigation Measures

BIO-1 Pre-construction Nesting Bird Surveys and Avoidance

- If initial clearing activities prior to the start of construction take place during the bird nesting season (generally February 1 through August 31, but variable based on seasonal and annual climatic conditions), a nesting bird survey should be performed by a qualified biologist within seven days of such activities to determine the presence/absence, location, and status of any active nests on-site or within 100 feet of the site. The findings of the survey should be summarized in a report to be submitted to the City of Camarillo prior to undertaking construction activities at the site.
- If nesting birds are found on-site, a construction buffer of 500 feet for nesting raptors or threatened or endangered species and 100 feet of all other nesting birds should be implemented around the active nests and demarcated with fencing or flagging. Nests should be monitored at a minimum of once per week by the qualified biologist until it has been determined that the nest is no longer being used by either the young or adults. No ground disturbance should occur within this buffer until the qualified biologist confirms that the breeding/nesting is completed, and all the young have fledged. If project activities must occur within the buffer, they should be conducted at the discretion of the qualified biologist.
- If no nesting birds are observed during pre-construction surveys, no further actions would be necessary.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

c. Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The project site is currently developed and is in an urban area. No riparian, federally protected wetland, or other sensitive habitats exist in the immediate vicinity. The closest riparian habitat is located approximately 0.5 miles east of the project site, along Calleguas Creek (USFWS 2019). According to the Phase I Environmental Site Assessment prepared by ADR Environmental Group, Inc. for the project site, the groundwater flow direction is expected to be to the south-southwest, away from Calleguas Creek (2016). As discussed in Section 10, *Hydrology and Water Quality*, the proposed project would comply with current National Pollutant Discharge Elimination System (NPDES) and Ventura County MS4 permit regulations and would also include stormwater best management practices, as detailed in CMC Chapter 9.32, which regulates the implementation of BMPs for projects in the city. Due to the distance from the project site to the closest habitat and because the project would not involve substantial new construction or modification of the project site that could adversely affect any sensitive habitat through changes in stormwater flow or modification of natural habitat, the proposed project would have no impacts to riparian habitat, federally protected wetlands, or other sensitive natural communities.

NO IMPACT

d. Would the project 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?

Wildlife corridors are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as between foraging and denning areas, or they may be regional in nature, allowing movement across the landscape. Some habitat linkages may serve as migration corridors, wherein animals periodically move away from an area and then subsequently return. Examples of barriers or impediments to movement include housing and other urban development, roads, fencing, unsuitable habitat, or open areas with little vegetative cover. Regional and local wildlife movements are expected to be concentrated near topographic features that allow convenient passage, including roads, drainages, and ridgelines.

As mentioned above, the project site is located in an urban area and is surrounded by existing industrial development and established transportation corridors such as the Ventura Freeway. The nearest open space is over 0.5 miles east of the project site, along Calleguas Creek. The proposed project involves building additions on a fully developed site that does not connect areas of natural habitat and is not located near wildlife nurseries; therefore, the project would have no impact on wildlife movement.

NO IMPACT

e. Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The City of Camarillo has not adopted any policies or ordinances protecting biological resources that would be applicable to the proposed project. The existing ornamental landscape trees located at the project site are not subject to protection by any local or regional protection ordinances. Therefore, no impacts associated with local biological resource protection policies or ordinances would occur.

NO IMPACT

f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The project site is in an urban area and is zoned for industrial land use. The project site is not subject to any Habitat Conservation Plan, Natural Conservation Community Plan, or other local, regional, or state habitat conservation plans. Additionally, as explained above, it would not substantially impact any native habitat or natural community. Therefore, the proposed project would not conflict with an adopted local, regional, or state habitat conservation plan and there would be no impact.

NO IMPACT

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	■	☐
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	■	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	■	☐

a. Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

c. Would the project disturb any human remains, including those interred outside of formal cemeteries?

A search of the California Historical Resources Information System (CHRIS) was conducted at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton on January 7, 2020. The purpose of the records search was to identify previously recorded cultural resources, as well as previously conducted cultural resources studies that include the project site and a 0.5-mile radius surrounding it. The search included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR) and the Built Environment Resources Directory (BERD), and available historic maps and aerial photographs.

The records search identified 21 cultural resources studies that have been previously conducted within 0.5 miles of the project site. Three of the previous studies (VN-00120, VN-01557, VN-02155) include portions of the project site. None of the previous studies resulted in the identification of cultural resources on or adjacent to the project site. The records search also identified 16 previously recorded cultural resources within a 0.5-mile radius of the project site. None of the previously recorded cultural resources identified by the search are located on or directly adjacent to the project site. The records search results are included in Appendix B of this document.

The proposed project includes the demolition and replacement of an existing structure, construction of an addition on an existing structure, and the repaving of asphalt surfaces and landscaping of the already developed project site. None of the buildings on-site require further consideration for historical significance, as they were constructed following 1978. The SCCIC search confirms that no known cultural resources exist on the project site and based on extensive previous

disturbance to the site, it is unlikely that unanticipated, significant cultural or historic resources exist. Additionally, the entire footprint of the project site has been previously disturbed during the construction of the existing buildings and asphalt surfaces, and implementation of the proposed project would not disturb the ground beyond previous activities.

As a result of the information summarized above, the project would have less than significant impacts on historical or archaeological resources and less than significant impacts related to disturbance of human remains.

LESS THAN SIGNIFICANT IMPACT

6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	■	☐
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	■	☐

Energy use relates directly to environmental quality, since it can adversely affect air quality and can generate greenhouse gas (GHG) emissions that contribute to climate change. Fossil fuels are burned to create electricity that powers residences and commercial/industrial buildings, heats and cools buildings, and powers vehicles. Transportation energy use is related to the fuel efficiency of cars, trucks, and public transportation; choice of different travel modes such as auto, carpool, and public transit; and miles traveled by these modes. Construction and routine operation and maintenance of transportation infrastructure also consume energy.

Electricity and Natural Gas

In 2017, California used 292,039 gigawatt-hours (GWh) of electricity, 29 percent of which was from renewable resources (CEC 2018a). California also consumed approximately 12,500 million U.S. therms (MMthm) of natural gas in 2017 (CEC 2017b). The project site would be provided electricity by Southern California Edison (SCE) and natural gas by Southern California Gas Company (SCG). Table 4 and Table 5 show electricity and natural gas consumption by sector and in total for SCE and SCG. In 2017, SCE provided approximately 28.9 percent of the total electricity used in California and SCG provided approximately 41.1 percent of the total natural gas used in California.

Table 4 Electricity Consumption in the SCE Service Area in 2017

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Streetlight	Total Usage
2,975.4	31,925.3	4,283.3	13,094	2,410.6	28,975.0	627.9	84,291.6

Notes: All usage expressed in GWh

Source: CEC 2017a

Table 5 Natural Gas Consumption in SCG Service Area in 2017

Agriculture and Water Pump	Commercial Building	Commercial Other	Industry	Mining and Construction	Residential	Total Usage
69.4	895.9	72.1	1,716.6	229.7	2,158.1	5,141.8

Notes: All usage expressed in MMthm
Source: CEC 2017c

Petroleum

In 2016, approximately 40 percent of the state's energy consumption was used for transportation activities (EIA 2018). Californians presently consume over 19 billion gallons of motor vehicle fuels per year (CEC 2018b). Though California's population and economy are expected to grow, gasoline demand is projected to decline from roughly 15.8 billion gallons in 2017 to between 12.3 billion and 12.7 billion gallons in 2030, a 20 percent to 22 percent reduction. This decline is expected in response to both increasing vehicle electrification and higher fuel economy for new gasoline vehicles (CEC 2018b).

a. Would the project result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction

During project construction, energy would be consumed in the form of petroleum-based fuels used to power off-road construction vehicles and equipment on the project site, and construction worker travel to and from the project site. The project would require pavement and asphalt installation; architectural coating; and landscaping and hardscaping.

The total consumption of gasoline and diesel fuel during project construction was estimated using the assumptions and factors from CalEEMod used to estimate construction air emissions for Section 3, *Air Quality,* and Section 8, *Greenhouse Gas Emissions* (Appendix A). Table 6 presents the estimated construction phase energy consumption, indicating that construction equipment and worker trips would consume approximately 83,514 gallons of diesel fuel and 16,599 gallons of gasoline over the project construction period. Construction equipment would consume an estimated 83,514 gallons of the total diesel fuel, with haul and vendor trips using the remaining 16,599 gallons of diesel fuel.

Table 6 Proposed Project Construction Energy Usage

Source	Fuel Consumption (gallons)
Construction Equipment & Vendor/Haul Trips	83,514
Construction Worker Vehicle Trips	16,599

These construction energy estimates represent a conservative estimate because the construction equipment used in each phase of construction was assumed to be operating every day of construction. Construction equipment would be maintained to all applicable standards, and construction activity and associated fuel consumption and energy use would be temporary and typical for construction sites. It is also reasonable to assume that contractors would avoid wasteful,

inefficient, and unnecessary fuel consumption during construction to reduce construction costs. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction, and the construction-phase impact related to energy consumption would be less than significant.

Operational Energy Demand

Natural gas and electricity would be used for heating and cooling systems, lighting, water use, and the overall operation of the warehouse and office land uses. Gasoline consumption would be attributed to the trips generated from employees and customers of the warehouse and office space. Because there is an existing building onsite that would be demolished by the project, this analysis shows the net change in energy demand. The majority of project-related fuel consumption would be from motor vehicles traveling to and from the project site. According to the CalEEMod calculations, the project would result in 2,553,105 annual vehicle miles travelled (VMT) resulting from the 875 average daily trips generated by the project during operation (Appendix A). As shown in Table 7, the project would result in an annual net change in transportation-related energy consumption of 79,521 gallons of fuel, or 8,941 million British thermal units (MMBtu).

Table 7 Estimated Project Annual Transportation Energy Consumption (Project – Office Building to be Demolished)

Vehicle Type[1]	Percent of Vehicle Trips[2]	Annual Vehicle Miles Traveled[3]	Average Fuel Economy (miles/gallon)[4]	Total Annual Fuel Consumption (gallons)	Total Fuel Consumption (MMBtu)[6]
Proposed Project					
Passenger Cars	61.12	1,560,343	24.0	65,014	7,138
Light/Medium Trucks	32.34	825,600	17.4	47,448	5,209
Heavy Trucks/Other	6.18	157,833	7.4	21,329	2,719
Motorcycles	0.37	9,329	43.9[5]	213	23
Total	**100.0**	**2,553,105**	**–**	**134,004**	**15,089**
Existing Office Building to be Demolished	**100.0**	**1,017,496**	**N/A**	**54,483**	**6,148**
Net Change	**N/A**	**1,535,609**	**N/A**	**79,521**	**8,941**

Notes: Totals may not add up due to rounding. Energy consumption calculations are included in Appendix A.

[1] Vehicle classes provided in CalEEMod do not correspond exactly to vehicle classes in DOT fuel consumption data, except for motorcycles. Therefore, it was assumed that passenger cars correspond to the light-duty, short-base vehicle class, light/medium trucks correspond to the light-duty long-base vehicle class, and heavy trucks/other correspond to the single unit, 2-axle 6-tire or more class.

[2] Percent of vehicle trips from CalEEMod Table 4.4 "Fleet Mix" in Air Quality and Greenhouse gas Emissions Study (see Appendix A).

[3] Mitigated annual VMT found in Table 4.2 "Trip Summary Information" in Air Quality and Greenhouse Gas Emissions Study CalEEMod output (see Appendix A).

[4] Average Fuel Economies: U.S. Department of Energy, 2018.

[5] U.S. Department of Transportation 2013

[6] One gallon of gasoline is equivalent to approximately 109,786 Btu, while one gallon of diesel is equivalent to approximately 127,464 Btu (CARB 2015).

Operation of the proposed project would consume approximately 1.43 GWh of electricity per year, while the existing office building currently consumes approximately 0.73 GWh of electricity per year. Therefore, the project would result in a net increase of approximately 0.63 GWh of electricity per year (electricity use is provided in the CalEEMod results in Appendix A). The project's electricity demand would be served by SCE, which provided 84,291 GWh of electricity in 2017. The project would account for less than 0.001 percent of SCE's electricity supply. Therefore, SCE would have sufficient supplies for the project. Estimated net-new natural gas consumption for the project would be 0.03 MMthm per year (natural gas use provided in the CalEEMod output of Appendix A). The project's natural gas demand would be served by SCG, which provided 5,142 MMthm per year in 2017. The project would account for less than 0.001 percent of SCG's natural gas supply. Therefore, SCG would have sufficient supplies for the project. The project would comply with all standards set in CBC Title 24, which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources during operation**.** California's CAL Green standards (California Code of Regulations, Title 24, Part 11) require implementation of energy efficient light fixtures and building materials into the design of new construction projects. Furthermore, the 2019 Building Energy Efficiency Standards (CBC Title 24, Part 6) requires newly constructed buildings to meet energy performance standards set by the Energy Commission. These standards are specifically crafted for new buildings to result in energy efficient performance so that the buildings do not result in wasteful, inefficient, or unnecessary consumption of energy. The standards are updated every three years and each iteration is more energy efficient than the previous standards. For example, according to the CEC, nonresidential buildings will use about 30 percent less energy due mainly to lighting upgrades (CEC 2018a). Furthermore, the project would further reduce its use of nonrenewable energy resources because the electricity generated by renewable resources provided by SCE continues to increase to comply with state requirements through Senate Bill 100, which requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

In conclusion, construction of the project would be temporary and typical of similar projects, and would not result in wasteful, inefficient, or unnecessary consumption of energy. Operation of the project would increase consumption of fuel, natural gas, and electricity compared to existing conditions; however, the increase would be in conformance with the latest version of California's Green Building Standards Code and the Building Energy Efficiency Standards. In addition, SCE and SCG have sufficient supplies to serve the project. Therefore, the project would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

In 2015 the Ventura County Regional Energy Alliance established a climate action plan, known as Climate on the Move, which includes 2010-2012 GHG inventories, 2020 forecasts and reduction target options for the City of Camarillo, as well as other local government members. The purpose of the climate action plan is to identify the most significant contributors to GHG emissions and establish strategies to reduce GHG emissions to meet AB 32 requirements. The plan for the City of Camarillo focuses primarily on setting targets for reducing residential emissions from natural gas and electricity. However, successful implementation of the plan depends on the implementation of each city jurisdiction's policies and programs and the plan itself does not include energy or GHG reduction measures that are applicable to land use projects. The project would replace an existing,

less efficient office building with light industrial buildings that would comply with all standards set in the 2019 Title 24 Building Energy Efficiency Standards. Therefore, it is consistent with the goals of Climate on the Move to reduce GHG emissions from natural gas and electricity consumption.

LESS THAN SIGNIFICANT IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. Landslides?	☐	☐	■	☐
b. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	■	☐
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	■	☐
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	■

The analysis in this section is based in part on the findings of the Geotechnical Engineering Report prepared for the project site by Earth Systems Southern California in 2017 (see Appendix D). In summary, the report concludes that the project site is geotechnically suitable for the proposed improvements, provided that geotechnical recommendations related to pre-construction considerations, rough grading, and structural design, included in the report are incorporated into project design.

a.1. Would the project directly or indirectly cause 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?

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

a.3. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

c. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

The project site is located in a seismically active region of Southern California; however, according to the Geotechnical Engineering Report, the project site does not lie within an Alquist-Priolo Fault Zone and is not at risk of adverse effects resulting from fault rupture (Appendix D). The project site is located approximately 500 feet north of the Camarillo Fault and approximately two miles southwest of the Newbury Park Fault. However, the project site does not lie in a special study zone for fault rupture hazard, no faults were encountered during field studies by Earth Systems, and the potential for fault rupture hazard is low. Nonetheless, the California Building Code (CBC) requires structural design and construction methods which will be employed to minimize adverse effects of seismic ground shaking. Because the proposed project is not located in an identified fault zone and would comply with the CBC, impacts related to seismically induced ground shaking would be less than significant and the proposed project would not exacerbate ground shaking conditions.

Furthermore, according to the California Department of Conservation (DOC) and the Camarillo General Plan Safety Element, the project site is not within or adjacent to a zone subject to liquefaction (Camarillo 2017; DOC 2019). The Geotechnical Engineering Report also reports that groundwater is not located in the upper 50 feet of the subsurface soils on the project site, a primary condition that necessitates liquefaction risk. Consequently, there is no risk of substantial adverse effects due to ground failure or liquefaction. Additionally, the project site is not located near any hillsides subject to landslides. The nearest area classified as a landslide hazard is approximately 1.25 mi northeast of the site (DOC 2019). There is no significant risk of substantial adverse effects due to unstable soil or landslides at the project site. Therefore, the proposed project would not introduce new potential hazards related to unstable soils, or introduce new risk related to existing seismic hazards, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in substantial soil erosion or the loss of topsoil?

Ground-disturbing activities associated with the project implementation may result in the removal of some topsoil in order to construct the proposed new building and the existing building addition. Standard construction best management practices would be implemented in order to avoid or minimize soil erosion associated with ground-disturbing activities. As discussed further in Section 10, *Hydrology and Water Quality*, implementation of erosion control measures stated in Chapter 16.04 of the CMC, as well as adherence to requirements provided in the National Pollutant Discharge Elimination System (NPDES) permit for construction activities would avoid or minimize potential impacts. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Expansive soils are highly compressible, clay-based soils that tend to expand as they absorb water and shrink as water is drawn away. Expansive soils are of concern since building foundations may rise during the rainy season and fall during dry periods in response to the clay's action. According to the General Plan Safety Element, soils in the City are generally expansive in nature. Highly expansive soils are present in the east and west ends of the city, while low-to-moderately expansive soils are present in the city core. The Geotechnical Engineering Report indicates that the project site is underlain by alluvium (silty sands and sandy silts), which has expansion indices of low to very low (Appendix D). Therefore, the project would not create substantial direct or indirect risk to life or property due to expansive soils.

LESS THAN SIGNIFICANT IMPACT

e. Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

The proposed project would not include the installation of new septic tanks or alternative wastewater disposal systems. No impact would occur.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The project site is currently developed and in an urban region of the city, and proposed modifications to the project site would not impact paleontological resources or geologic features, as the project's ground disturbing activities would occur in previously disturbed areas of the project site. There is no evidence that the proposed project would impact unique paleontological resources. The project would have no impact.

NO IMPACT

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8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	■	☐
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	■	☐

Project implementation would generate greenhouse gas (GHG) emissions through the burning of fossil fuels or other emissions of GHGs, thus potentially contributing to cumulative impacts related to climate change. In response to an increase in man-made GHG concentrations over the past 150 years, California has implemented AB 32, the "California Global Warming Solutions Act of 2006." AB 32 codifies the Statewide goal of reducing emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels) and the adoption of regulations to require reporting and verification of statewide GHG emissions. Furthermore, on September 8, 2016, the governor signed Senate Bill 32 (SB 32) into law, which requires the State to further reduce GHGs to 40 percent below 1990 levels by 2030. SB 32 extends AB 32, directing California Air Resources Board (CARB) to ensure that GHGs are reduced to 40 percent below the 1990 level by 2030.

On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) of CO_2e by 2030 and two MT of CO_2e by 2050 (CARB 2017b). As stated in the 2017 Scoping Plan, these goals may be appropriate for plan-level analyses (city, county, sub regional, or regional level), but not for specific individual projects because they include all emissions sectors in the State.

The vast majority of individual projects do not generate sufficient GHG emissions to directly influence climate change. However, physical changes caused by a project can contribute incrementally to cumulative effects that are significant, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15064[h][1]). See Section 3*, Air Quality*, for information on the methodologies used to calculate emissions and Appendix A for the model outputs.

Regional and Local Plans

Southern California Association of Governments (SCAG) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

SB 375 requires metropolitan planning organizations to prepare an RTP/SCS that will achieve regional emission reductions through sustainable transportation and growth strategies. On September 23, 2010, CARB adopted final regional targets for reducing GHG emissions levels by 2020 and 2035. SCAG was assigned targets of an eight percent reduction in GHGs from transportation sources by 2020 and a 13 percent reduction in GHGs from transportation sources by 2035. Most recently, SCAG adopted the 2016-2040 RTP/SCS, which includes strategies and objectives to encourage transit-oriented and infill development and the use of alternative transportation to minimize vehicle use.

Significance Thresholds

The City historically uses SCAQMD's draft thresholds for the purpose of evaluating GHG impacts associated with proposed general development projects. Therefore, for the purposes of this analysis, these thresholds are utilized to evaluate the significance of project impacts.

The SCAQMD has been evaluating GHG significance thresholds since April 2008. In December 2008, the SCAQMD adopted an interim 10,000 metric tons CO_2e (MT of CO_2e) per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. The SCAQMD has continued to consider adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

- **Tier 1**: Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- **Tier 2**: Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- **Tier 3**: Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MT of CO_2e/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MT of CO_2e/year), commercial projects (1,400 MT of CO_2e/year), and mixed-use projects (3,000 MT of CO_2e/year). Under option 2, a single numerical screening threshold of 3,000 MT of CO_2e/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.
- **Tier 4**: Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions by 2020 and 2035. The 2020 efficiency targets are 4.8 MT of CO_2e per service population for project level analyses and 6.6 MT of CO_2e per service population for plan level analyses. The 2035 targets that reduce emissions to 40 percent below 1990 levels are 3.0 MT of CO_2e per service population for project level analyses and 4.1 MT of CO_2e per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.
- **Tier 5**: Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

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

Nonetheless, according to the City's Guidelines, project impacts are characterized as follows:

- A project would have no impact if it does not generate an increase in GHG emissions as part of construction-related and operational activities.
- A project would have a less than significant impact if the project generates an increase in GHG emissions that do not exceed the SCAQMD Tier 3 or Tier 4 Standards.
- A project would have a potentially significant impact if it generates an increase in GHG emissions that exceeds the SCAQMD Tier 4 standards.

Methodology

Electricity emissions are calculated by multiplying the energy use times the carbon intensity of the utility district per kilowatt hour (CAPCOA 2017). The project would be served by SCE. Therefore, SCE's specific energy intensity factors (i.e., the amount of CO_2, CH_4, and N_2O per kilowatt-hour) are used in the calculations of GHG emissions. The energy intensity factors included in CalEEMod are based on 2012 data by default, at which time SCE had only achieved a 20.6 percent procurement of renewable energy. Per SB 100, the statewide Renewable Portfolio Standard (RPS) Program requires electricity providers to increase procurement from eligible renewable energy sources to 60 percent by 2030. To account for the continuing effects of the RPS, the energy intensity factors included in CalEEMod were reduced based on the percentage of renewables reported by SCE. SCE energy intensity factors that include this reduction are shown in Table 8.

Table 8 Southern California Edison Energy Intensity Factors for Proposed Project

	2012 (lbs/MWh)	2030 (lbs/MWh)[2]
Percent procurement	20.6%[1]	60%
Carbon dioxide (CO_2)	702.44	353.87
Methane (CH_4)	0.029	0.015
Nitrous oxide (N_2O)	0.006	0.003

lbs/MWh = pounds per megawatt-hour

[1] Source: SCE 2012

[2] RPS goal established by SB 100

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

Project construction is assumed to occur over a period of approximately 15 months. Based on CalEEMod modeling results, construction activities for the project would generate an estimated 147 MT and 656 MT of CO_2e in 2020 and 2021, respectively (Table 9). Amortized over a 30-year period (the assumed life of the project per SCAQMD guidance), construction of the project would generate about 27 MT of CO_2e per year.

Table 9 Estimated Construction GHG Emissions for Proposed Project

Year	Project Emissions (MT of CO_2e per year)
2020	147
2021	656
Total	803
Total Amortized over 30 Years	**27**

See Appendix A for CalEEMod worksheets.
Totals may not add up due to rounding

Table 10 summarizes the proposed project's net new combined construction and operational GHG emissions, taking into account emissions associated with the existing office building that would be demolished.

Table 10 Combined Annual Emissions of Greenhouse Gases (Proposed Project – Office Building to be Demolished)

Emission Source	Annual Emissions (MT of CO_2e)
Proposed Project	
Amortized Construction	27
Operational	
Area	<0.1
Energy	435
Solid Waste	110
Water	113
Mobile	
CO_2 and CH_4	743
N_2O	17
Proposed Project Total	**1,445**
Proposed Project Per Capita	**3.9**
Existing Office Building to be Demolished	
Existing Office Building Total	**618**
Existing Office Building Per Capita	**5.5**
Net change in Emissions	**827**
Net Change in Emissions Per Capita	**-1.6**

See Appendix A for CalEEMod worksheets. Totals may not add up due to rounding

As indicated in Table 10, the proposed project's combined construction and operational net emissions would be 1,445 MT of CO_2e per year, which is below the Tier 3 threshold of 10,000 MT of CO_2e per year for industrial projects. As outlined in the Section 14, *Population and Housing*, the existing project has 113 employees and generates approximately 618 MT of CO_2e per year, which equates to 5.5 MT of CO_2e per capita. The proposed project would have 372 employees and would generate approximately 1,445 MT of CO_2e per year, which equates to 3.9 MT of CO_2e per capita. Therefore, the project would reduce per capita emissions by 1.6 MT of CO_2e per year, an approximately 29 percent reduction in GHG emissions per capita. Therefore, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As discussed under *Regional Regulations*, Climate on the Move includes 2010-2012 GHG inventories, 2020 forecasts, and reduction target options for the City of Camarillo, but does not include specific GHG reduction measures, goals or policies that land use projects are required to comply with. Because project emissions would not exceed SCAQMD's recommended bright line threshold, the project would not conflict with the overarching goal set in Climate on the Move to achieve statewide GHG reduction targets. The project would also be consistent with the SCAG RTP/SCS, which establishes strategies and policies to reduce regional GHG emissions. Specific land use objectives identified in SCAG's 2016 RTP/SCS include:

- **Reflect the Changing Population and Demands**. The SCAG region, home to about 18.8 million people in 2015, currently contains 5.9 million households and 8 million jobs. By 2040, the RTP/SCS projects that these figures will increase by 3.4 million people, with nearly 1.5 million more households and 1.8 million more jobs (SCAG 2016). High Quality Transit Areas (HQTAs) will account for three percent of regional total land but will accommodate 46 percent and 55 percent of future household and employment growth, respectively, between 2012 and 2040. The 2016 RTP/SCS land use pattern contains sufficient residential capacity to accommodate the region's future growth, including the eight-year regional housing need. The land use pattern accommodates about 530,000 additional households in the SCAG region by 2020 and 1.5 million more households by 2040. The land use pattern also encourages improvement in the jobs-housing balance by accommodating 1.1 million more jobs by 2020 and about 2.4 million more jobs by 2040.
- **Focus New Growth Around Transit.** The 2016 RTP/SCS land use pattern reinforces the trend of focusing growth in the region's HQTAs. Concentrating housing and transit also concentrates roadway repair investments, leverages transit and active transportation investments, reduces regional life cycle infrastructure costs, improves accessibility, avoids greenfield development, and has the potential to improve public health and housing affordability. HQTAs provide households with alternative modes of transport that can reduce VMT and GHG emissions.
- **Plan for Growth Around Livable Corridors.** The Livable Corridors strategy seeks to revitalize commercial strips through integrated transportation and land use planning that results in increased economic activity and improved mobility options. From a land use perspective, Livable Corridors strategies include a special emphasis on fostering collaboration between neighboring jurisdictions to encourage better planning for various land uses, corridor branding, roadway improvements and focusing retail into attractive nodes along a corridor.

- **Provide More Options for Short Trips**. Thirty-eight percent of all trips in the SCAG region are less than three miles. The 2016 RTP/SCS provides strategies to promote the use of active transport for short trips, including implementation of sidewalks and local bikeways. Neighborhood Mobility Areas are meant to reduce short trips in a suburban setting.
- **Preserve Our Existing System.** Southern California's transportation system is becoming increasingly compromised by decades of underinvestment in maintaining and preserving our infrastructure. These investments have not kept pace with the demands placed on the system, and the quality of many roads, highways, bridges, transit, and bicycle and pedestrian facilities are continuing to deteriorate. Unfortunately, the longer they deteriorate, the more expensive they will be to fix in the future. Even worse, deficient conditions compromise the safety of users throughout the network. For all of these reasons, system preservation and achieving a state of good repair are top priorities of the 2016 RTP/SCS.
- **Transit.** Looking toward 2040, the 2016 RTP/SCS maintains a significant investment in public transportation across all transit modes and also calls for new household and employment growth to be targeted in areas that are well-served by public transportation to maximize the improvements called for in the Plan.
- **Active Transportation.** The 2016 RTP/SCS includes $12.9 billion for active transportation improvements, including $8.1 billion in capital projects and $4.8 billion as part of the operations and maintenance expenditures on regionally significant local streets and roads. The Active Transportation portion of the 2016 RTP/SCS updates the Active Transportation portion of the 2012 RTP/SCS, which has goals for improving safety, increasing active transportation usage and friendliness, and encouraging local active transportation plans. It proposes strategies to further develop the regional bikeway network, assuming that all local active transportation plans will be implemented, and dedicates resources to maintain and repair thousands of miles of dilapidated sidewalks. To accommodate the growth in walking, biking and other forms of active transportation regionally, the 2016 Active Transportation Plan also considers new strategies and approaches beyond those proposed in 2012.

As shown in Section 14, *Population and Housing*, the proposed project would not cause Camarillo to exceed regional growth projections for employment and population on which the SCAG RTP/SCS is based. The project would be consistent with the RTP/SCS goal of reflecting the changing population and demands because it would be consistent with SCAG's regional growth projections. The project site is located approximately a quarter mile from the Camarillo transit hub, where Amtrak and Metrolink trains stop, which is also a local transit bus hub. Sidewalks and bike lanes along Missions Oaks Boulevard also connect the project site directly to the transit hub. Therefore, the project would be consistent with the goals of the RTP/SCS to focus employment growth around transit, livable corridors, and safe active transportation networks. The project's direct access to existing pedestrian and bicycle networks also supports the goal of reducing short trips by providing future employees with safe, alternative, non-vehicular modes of travel to services in the area. While not directly applicable to the project, the project would also not conflict with or impede implementation of the RTP/SCS goal for preserving the existing transportation system.

Furthermore, State policies to reduce GHG emissions associated with energy use, including the Renewable Portfolio Standard and Title 24 of the California Building Code, would reduce anticipated emissions associated with the proposed project. Overall, the project would be consistent with applicable land use and zoning designations, make the project site and use compatible with the surrounding area, and would not conflict with any state regulations intended to reduce GHG emissions statewide. The 2017 Scoping Plan outlines a pathway to achieving the reduction targets

set under SB 32, which is considered an interim target toward meeting the State's long-term 2045 goal established by EO B-55-18. As the project would result in a net reduction in per employee GHG emissions, it would support achievement of the State's GHG reduction targets. Therefore, the project would not conflict with plans and policies aimed at reducing GHG emissions and such impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	■	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	■	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	☐	☐	■	☐
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	■	☐	☐
e. For a project located in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	■

a. Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

b. Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The nearest residential development to the project site are single family residences located approximately 800 feet west of the project site. Pleasant Valley School of Engineering and Arts Early Education Center is the closest school, located 450 feet (less than 0.1 mile) northwest of the project site.

Project construction would involve the use of potentially hazardous materials such as vehicle fuels and fluids that could be released should an accidental leak or spill occur. However, standard construction best management practices for the use and handling of such materials would be implemented to avoid or reduce the potential for such conditions to occur. Any use of potentially hazardous materials during construction of the proposed project would comply with all local, state, and federal regulations regarding the handling of hazardous materials.

The proposed project would increase the building footprint of existing light industrial development on the project site. Operation and maintenance of the proposed light industrial buildings would continue the routine transport, use, or disposal of hazardous materials that already occur on the project site. Similar to existing uses, operation of the project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22, which would minimize the risk of an accidental release of hazardous materials. Additionally, any potential warehouse occupants that utilize acutely hazardous materials above prescribed thresholds must prepare and submit a Risk Management Plan (RMP) under the California Accidental Release Prevention (CalARP) Program. Lastly, CMC Chapter 19.54 Commercial/Industrial Performance Standards, described in more detail in Section 3, *Air Quality*, prohibit the use of industrial land in any manner that creates dangerous, injurious, noxious, or any other hazardous elements such as fire, explosive, noise or vibration, smoke, dust, odor, or other form of pollution to adversely affect the surrounding area or adjoining properties. With adherence to applicable laws, the project would not create a significant hazard or emit hazardous emissions to the public, the environment, or in proximity to a school, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project be located on a site that is included on a list of hazardous material 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?

ADR Environmental Group, Inc. (ADR) prepared a Phase I Environmental Site Assessment for the project site in 2016 (ADR 2016). The 2016 Phase I ESA does not identify evidence of recognized environmental conditions, but does identify a controlled recognized environmental condition related to former use of the project site by Everest & Jennings Manufacturing Facility. The Phase I also identifies a historical recognized environmental condition related to underground storage tanks

(UST) that were formerly present on the site, the presence of asbestos containing materials (ACMs), and the presence of an abandoned railroad spur located in the northwest portion of the project site.

Controlled Recognized Environmental Condition

Based on data submitted to and reviewed by the Los Angeles Regional Water Quality Control Board (RWQCB) regarding the former use of the project site by Everest & Jennings Manufacturing Facility, a letter dated January 8, 2001 was issued to Technicolor (operator of the existing office building that would be demolished by the project), requiring no further investigation, with the condition that a deed restriction be prepared. Pursuant to the conditional closure issued by the Los Angeles RWQCB in January 2001, a Covenant and Environmental Restriction on the property (3233 Mission Oaks Boulevard, Camarillo, CA 93012) was recorded on May 14, 2009. The deed restriction identifies known contamination consisting of metals and volatile organic compounds (VOCs), including nickel, total chromium, and 1,2-DCA, as well as elevated pH levels, remaining in five specific areas of the property: the basement area, the former wastewater treatment area, the former pickling unit area, the former burnishing area, and the maintenance yard. The deed restriction states that the removal of contaminated soil, or soil remediation, may be required during any future construction, demolition, or use change affecting the areas overlying the contaminated soil. A soil remediation workplan would need to be provided to and approved by the Los Angeles RWQCB prior to commencement of such work at the project site.

In connection with the installation of a loading dock, in September 2012, ADR prepared a Plan for Soil Management/Site Mitigation Measures During Construction (“Plan”) for the excavation of soil associated with the former waste water treatment area and potentially other restricted areas located on the project site. Specifically, the Plan was to govern all excavation, trenching, and disposal activities to be undertaken as construction proceeded for installing a loading dock at the former waste water treatment area and other areas that may be impacted by trenching for new utilities or other features at the project site. In accordance with the deed restriction for the project site requiring a soil remediation workplan, the Plan was approved by the Los Angeles RWQCB in January 8, 2013.

In March 2014, Cardno ERI prepared a Confirmation Soil Sampling Report for the property owner which summarized the oversight of soil excavation activities in the former wastewater treatment area, as part of construction activities for a proposed loading dock. As part of this work Cardno ERI collected post-excavation soil samples from the exaction area to assess the concentrations of residual hydrocarbons and chromium in this area. Based on the results of the excavation oversight and confirmation sampling activities, the concentrations of total petroleum hydrocarbons (TPH) as diesel and motor oil, and total chromium and hexavalent chromium were below the regulatory action levels. The excavated soil was used as backfill in the former wastewater treatment area. However, a portion of the excavated soil remained following backfill and compaction. This remaining soil was transported off-site for disposal.

Subsequent to this work, the RWQCB issued a letter on July 3, 2014 that notes that since the excavated soil was mixed, it is not possible to determine if the majority of the chromium contaminated soil was disposed offsite, or if elevated chromium concentrations remain in the soil reused as backfill in the ramp area. Because of the potential for elevated chromium to be present in the reused soil, the RWQCB required that, if future excavation is planned for the "Former Wastewater Treatment Area"/current truck loading ramp area, the RWCQB must be notified and an appropriate soil sampling plan must be submitted for review and approval prior to any excavation activities.

A database search of hazardous material sites was conducted in 2019 and included the following sources: State Water Resources Control Board Geotracker (California Water Resources Control Board 2019), U.S. EPA's Resource Conservation and Recovery Act Info site (U.S. EPA 2019a), U.S. EPA's Permit Compliance and Integrated Compliance Information Systems (U.S. EPA 2019b), the U.S. EPA Superfund Site Database (U.S. EPA 2019c), and the Department of Toxic Substance Control (DTSC) EnviroStor Database (DTSC 2019). The DTSC EnviroStor Database indicated that in March 2018, the project site owners entered into a voluntary cleanup agreement with DTSC, which has involved the submittal of a Work Plan, soil vapor and boring sampling for VOCs, and a DTSC Community Profile, to date. DTSC regulates the storage and handling of hazardous materials and is responsible for overseeing environmental reviews and cleanup actions throughout the state. As part of the voluntary cleanup agreement, DTSC is responsible for ensuring that the environmental investigations and subsequent activities at the project site will be completed according to state standards.

Two subsurface soil investigations were conducted by ADR in June and August 2017 in the potential areas of concern, which include two interior sumps, hazardous materials/waste storage areas and the "Batch Treatment Room" (ADR 2017a; DTSC 2019b). The soil vapor investigations found tetrachloroethene (PCE), trichloroethene (TCE), and 1,1-dichloroethene (1,1-DCE). One soil vapor well from five feet below ground surface (bgs) also found toluene, ethylbenzene, m/p-xylene, and o-xylene. All other compounds tested for by soil vapor well were below laboratory reporting limits (ADR 2017a). Soil borings detected PCE, benzene, and toluene (ADR 2017a).

DTSC does not have published guidance levels for soil vapor sampling. However, in accordance with DTSC guidelines, the VOC concentrations detected in soil vapor wells were compared with screening levels derived from DTSC's Office of Human and Ecological Risk (HERO) Concentrations of PCE detected in six of soil vapor wells exceeded the commercial/industrial land use HERO screening levels for soil vapor. The remaining VOCs detected were below their commercial/industrial land use HERO or RSL screening levels or no screening level has been established (ADR 2017a). None of contaminant concentrations in soil boring samples exceeded the DTSC or RWQCB regulatory guidance levels (ADR 2017a). The reports attribute on-site soil contamination to previous site uses by Everest & Jennings and Technicolor, a DVD and videocassette manufacturer (ADR 2017a and 2017b; DTSC 2019b).

DTSC completed a Community Profile report for the site in January 2019 as part of the voluntary cleanup agreement (DTSC 2019b). The report provides background information about the site and surrounding community, investigations to date, and the results of a survey of residents within one mile of the site. The survey found that community interest and concern regarding any potential contamination and DTSC cleanup action at the site is low. According to the DTSC report, a draft removal action workplan (RAW) has been completed and a Land Use Covenant has been proposed for the site, which are used when DTSC has determined that it is safe to leave specific types of contamination at a property as long as defined restrictions, such as limiting soil disturbance, are adhered to (DTSC 2019b). The voluntary cleanup agreement process with DTSC is ongoing.

Other Environmental Hazards

The Phase I ESA also identifies a historical recognized environmental condition related to underground storage tanks (UST) that were formerly present on the site, the presence of asbestos containing materials (ACMs), and the presence of an abandoned railroad spur located in the northwest portion of the project site. Regarding the USTs, the area that they were present was granted a "No Further Action" status by the Los Angeles RWQCB in 1998. As a result, the Phase I

concludes that no further investigation is warranted. Regarding the ACM, the Phase I indicates that ACM was not detected in any of the bulk samples collected, but provides recommendations regarding asbestos abatement, if materials would be physically disturbed in the future. Regarding the abandoned railroad spur, the Phase I ESA concludes that based on the current industrial or commercial use of the project site, and the expected low volatility and mobility of the any potential contaminants, the potential impact of the railroad spur within the project site was limited and no further action or investigation was necessary. Nonetheless, the Phase I provides recommendations regarding future subsurface work in the area of the former spur. Recommendations from the Phase I ESA are included in the mitigation measures below.

Mitigation Measures

Mitigation Measure HAZ-1 is required to mitigate environmental hazards associated with the controlled recognized environmental condition in the project site related to former use of the site by Everest & Jennings and Technicolor, and Mitigation Measures HAZ-2 and HAZ-3 are required to address other potential environmental hazards related to ACM and the former railroad spur on the project site.

HAZ-1 Soil Management Plan

No ground-disturbing activities must be allowed on the project site without a Soil Management Plan prepared by the Project Developer and approved by the DTSC and Los Angeles RWQCB. In order to mitigate any potentially significant impacts pertaining to soil contamination on-site, any soil brought to the surface by grading, excavation, trenching, or backfilling must be managed in accordance with all applicable provisions of state and federal law, and all requirements set forth by DTSC and Los Angeles RWQCB.

HAZ-2 Asbestos Containing Materials

Prior to physical disturbance of any of the non-sampled ACMs, asbestos abatement must be required in accordance with applicable federal, state, and local regulations. In addition, pursuant to federal and state regulations, any suspect ACMs must either be presumed to contain asbestos or adequate rebuttal sampling must be conducted by an accredited Building Inspector prior to renovation, including maintenance, or demolition if these activities will disturb these material(s).

HAZ-3 Former Railroad Spur

In the event of future subsurface work (i.e., trenching, redevelopment) at the area of the former spur located on the project site, the encountered soils must be sampled, and if determined to contain contaminants exceeding regulatory action levels, must be handled in accordance with all applicable regulations. The City must review the soil sampling results and field verify compliance with applicable regulations for handling contaminated soil, if necessary. The City may require onsite sequestration and/or offsite disposal of contaminated soil at an approved facility. Sequestration necessitates isolation from human and wildlife contact, and would require that the soil be buried onsite at depths unlikely to be disrupted, or would require capping by pavement or asphalt. If onsite sequestration and/or offsite disposal is required, the applicant must submit proof of sequestration and/or disposal to the City upon completion. Onsite sequestration must be conducted as directed by the City.

Significance After Mitigation

Implementation of Mitigation Measures HAZ-1 through HAZ-3, regulatory code compliance, and execution of any requirements established by the RWQCB in the existing Covenant and Environmental Restriction or by DTSC during the voluntary cleanup agreement process would address potentially significant impacts. Therefore, impacts would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

The project site is approximately 2.7 miles from the Camarillo Airport and is not within the areas covered under the Airport Comprehensive Land Use Plan for Ventura County or Camarillo Airport Master Plan (Ventura County 2000 and 2010). Therefore, the proposed project would not result in a safety hazard or excessive noise for people residing or working in the project area and there would be no impact.

NO IMPACT

f. Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The proposed project involves building additions within the currently developed project site and would not modify or block current emergency access routes or site ingress and egress. Additionally, implementation of the proposed project would increase traffic to and from the project site; however, the project site is surrounded by major roadways, including Mission Oaks Boulevard, Lewis Road, Flynn Road, and U.S. 101, which have sufficient capacity to provide access to and from the project site (see Section, 17 *Transportation*). Therefore, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation route, and there would be no impact.

NO IMPACT

g. Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

As discussed in Section 20, *Wildfire*, the project site is surrounded by existing development and is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones (CalFire 2010; 2019). The project site is separated by approximately two miles of development from the nearest undeveloped wildland area; therefore, the proposed project would not expose building occupants or structures to uncontrolled spread of wildfire or significant wildfire-related risks. There would be no impact.

NO IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	■	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	■	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site;	☐	☐	■	☐
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	■	☐
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	■	☐
(iv) Impede or redirect flood flows?	☐	☐	■	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	■	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	■	☐

In December 2017, Encompass Consultant Group (ECG) prepared a Drainage Study for a portion of the proposed project, the addition of 51,810 sf (Building B) to the existing industrial building, and associated parking lot re-configuration and loading dock additions (Appendix E). Attached to the Drainage Study is the Post Construction Stormwater Management Plan (PCSMP) No. SW0024, which was approved in 2017. Improvements related to demolition of the existing office building and construction of proposed Building A were not considered in the Post Construction Stormwater Management Plan No. SW0024, but are addressed with stormwater mitigation controls outlined in PCSMP No. SW0028, which was approved in 2019 and included in Appendix E.

a. Would the project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Construction

As stormwater flows over a construction site, it can pick up sediment, debris, and chemicals, and transport them to receiving water bodies. Temporary site preparation and grading activities associated with the project may result in soil erosion. Construction activities could also affect water quality in the event of an accidental fuel or hazardous materials leak or spill. However, the proposed project would apply best management practices and adhere to permitting requirements in order to avoid potential impacts to water quality, as discussed below.

On-site construction activities would be required to comply with the California State Construction General Permit (Order No. 2009-2009-DWQ, as amended) because project construction would disturb more than one acre of land. Compliance with the California State Construction General Permit would require the creation and implementation of a Storm Water Pollution Prevention Plan, which would include best management practices to prevent stormwater pollution during construction. Inspections would be conducted on the project site once every seven calendar days, or once every 14 calendar days and within 24 hours of a 0.25-inch storm event. With regulatory compliance, potential impacts associated with construction of the proposed project to water quality would be less than significant.

Operation

The project site is a previously disturbed, predominantly paved industrial site. The proposed project would be required to be designed to meet the requirements of the Ventura County Municipal Stormwater Permit (CAS004002, Order R4-2010-0108) and the requirements of the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures (Technical Guidance Manual). The project would be subject to the requirements in the Ventura County (MS4) permit. Site-specific BMPs that mitigate stormwater would be designed and built following design requirements in the Ventura County MS4 Permit. The Ventura County MS4 permit establishes limits for the concentration of contaminants entering the storm drain system. Retention, infiltration, bioretention, and biofiltration mitigation BMPs would be used consistent with requirements outlined in the Ventura County MS4 Permit. The project will be required to implement the stormwater quality mitigation controls specified in its approved PCSMP No. SW0028.

The Drainage Study determined that implementation of these drainage design measures would be sufficient to comply with the Ventura County MS4 Permit and related Ventura County Technical Guidance Manual and reduce water quality impacts for improvements related to construction of Building B in the northern portion of the project site to a less than significant level (Appendix E). In order to comply with the Ventura County Municipal Stormwater Permit and Ventura County

Technical Guidance Manual, the project would be required to incorporate additional best management practices identified in the approved PCSMP No. SW0028 to ensure operation of the proposed improvements associated with Building A in the southern portion of the project site similarly result in less than significant water quality impacts. Therefore, compliance with all applicable federal, state, and local regulations, and permit provisions would ensure that the project would not violate any water quality standards or water discharge requirements and project impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

e. Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

As discussed under item 10(a), compliance with existing regulations would ensure the proposed project would not degrade surface or groundwater quality. Consequently, the project would not conflict with or obstruct implementation of a water quality control plan.

The project site overlies the Pleasant Valley Groundwater Basin (California Department of Water Resources Bulletin 118 Number 4-006), which is designated as a high-priority groundwater basin under the Sustainable Groundwater Management Act (SGMA). In December 2019, the Fox Canyon Groundwater Management Agency finalized its Draft Groundwater Sustainability Plan (GSP) for the Pleasant Valley Basin.

As previously discussed, the project site is previously developed and predominantly paved. Currently, the project site includes approximately 246,697 sf of pervious surfaces in landscaping, which the project would reduce to 88,000 sf of landscaping. While the project would increase impervious surfaces on the project site, it would also include stormwater mitigation measures to capture and mitigate stormwater, allowing for groundwater infiltration through the project site. Therefore, the project would not interfere substantially with groundwater recharge. In addition, as discussed in Section 19, *Utilities and Service Systems*, there is sufficient water to meet the demands of the project. Accordingly, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. The project would not conflict with or obstruct implementation of the GSP. Impacts to groundwater supplies, recharge, and management plans would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c.(i) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site?

c.(ii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

c.(iii) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

The project site is already developed and predominantly paved. The project site does not include any streams or rivers, but it does drain towards Calleguas Creek, located 0.5 miles east of the project site. While the project would increase impervious surfaces on the project site and alter drainage patterns, it would include stormwater mitigation measures, allowing for groundwater infiltration through the project site. In order to comply with the NPDES program, the Ventura County Municipal Stormwater Permit, and Ventura County Technical Guidance Manual, the project would be required to implement additional design measures to capture and mitigate all stormwater on the project site so that post-development stormwater flows do not exceed pre-development levels. Therefore, the project would not exceed the capacity of existing stormwater drainage systems or result in substantial erosion, siltation, or flooding on- or off-site.

LESS THAN SIGNIFICANT IMPACT

c.(iv) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The project site is located approximately 0.5 mile west of Calleguas Creek. A levee runs along the western bank of this segment of Calleguas Creek. According to the Federal Emergency Management Agency (FEMA), the majority of the site is located in an area designated Zone X, Other Areas of Flood Hazard – Area with Reduced Flood Risk Due to Levee, or Area of Minimal Flood Hazard (FEMA 2015). Portions of the site to the west and northeast are in Zone AO (Special Flood Hazard Area [SFHA] with one percent annual chance flood with average depth of two feet).[1] These portions of the project site in Zone AO are subject to flooding in one percent annual flood conditions (FEMA 2015). However, these Zone AO areas are discrete and are not connected to other flood hazard areas. The site does not serve as a floodway. Consequently, the proposed project would not impede or redirect flood flows. The SFHA in conflict with the proposed buildings would require removal for the proposed project. Prior to Public Works authorizing a Zoning Clearance for the building permit,

[1] On the FIRM panel, there is the following note in the vicinity of the project site: "The levee, dike, or other structure inside this boundary does not comply with the Section 65.10 of the NFIP Regulations. As such, this FIRM panel will be revised at a later date to update the flood hazard information associated with this structure. The flood hazard data shown inside this boundary should continue to be used until this FIRM panel is revised to update the flood hazard information in this area."

the project developer would need to process a Letter of Map Revision through FEMA for review and approval to remove those portions of the SFHA in conflict with the proposed buildings.

A tsunami is a series of traveling ocean waves of extremely long length generated primarily by vertical movement on a fault (earthquake) occurring along the ocean floor. The project site is located approximately ten miles from the coastline and, therefore, is not subject to inundation by tsunami. The project site is also not located near a large inland body of water which could generate a seiche during seismic ground shaking. According to the County of Ventura General Plan Hazards Appendix, the project site is located in an area subject to potential inundation by dam failure (County of Ventura 2013). The project site is an existing industrial site. The proposed project would not exacerbate risks associated with release of pollutants due to project inundation. Furthermore, in compliance with the NPDES program, the Ventura County Municipal Stormwater Permit, and Ventura County Technical Guidance Manual, the project would be required to implement design measures to capture and mitigate all stormwater within the project site so that post-development stormwater flows do not exceed pre-development levels. By implementing these design measures, the project would increase the site's capacity to retain and infiltrate flood waters. Therefore, impacts related to project inundation would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	☐	☐	☐	■
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	■

a. Would the project physically divide an established community?

The proposed project includes building additions on a currently developed site in an urban area surrounded by industrial land uses. The project would not create a division of the community because the project does not include construction of a wall, roadway, or other component which would divide any existing communities. Therefore, the project would have no impact related to the physical division of an existing community.

NO IMPACT

b. Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The proposed project involves the demolition of an existing office building and its replacement with a new, larger industrial building, as well as the expansion of an existing industrial building on site. The project site is zoned M-1, Light Manufacturing, and surrounding properties are also zoned M-1 or M-2, General Manufacturing. Therefore, the proposed project is consistent with existing land uses in the vicinity and with the City's General Plan.

The proposed project would also conform to applicable zoning ordinances outlined in the CMC and General Plan Community Design Element for Light Manufacturing land uses. The height of the new building would not exceed 40 feet, building footprints would cover less than sixty percent of the lot area, and the proposed project includes landscaping covering ten percent of the lot area, in accordance with CMC Sections 19.30.090, 19.30.100, and 19.30.130, respectively. According to the Community Design Element, the southern portion of the project site lies within the City's Heritage Zone, which applies to parcels within 500 feet of a freeway and 1,000 feet of a designated freeway interchange. The Heritage Zone was established to help create a sense of community identity and requires that new buildings use elements of one of the following architectural styles: Mission, Monterey, Early California, Spanish, Mediterranean or modern interpretations of these styles. As discussion in Section 4.1, *Aesthetics*, the proposed project would comply with the design requirements of the Heritage Zone and would be visually compatible with existing buildings on the site and surrounding building facades that front on Mission Oaks Boulevard. Compliance with the

CMC and General Plan would ensure agreement with applicable land use plans, policies and regulations adopted to avoid environmental effects. Therefore, the project would have no impact.

NO IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	■
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	■

a. Would the project 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?

b. Would the project 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?

According to the City's Open Space and Conservation Element, Ventura County's Mineral Reserve Management Program conducted a study of the Camarillo area and found no mineral resources of statewide significance (Camarillo 2017). Given that no known mineral resources of regional or statewide significance exist in the City and that mining and oil extraction activities are not permitted uses under the Light Manufacturing (M-1) zoning designation (CMC Section 19.30.030-19.30.040), the proposed project would have no impact on mineral resources.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	■	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	■	☐
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	■

Noise is defined as unwanted sound. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dBA level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the ambient noise level to be judged as twice as loud. In general, a 3 dBA change in the ambient noise level is noticeable, while 1-2 dBA changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while areas adjacent to arterial streets are typically in the 50-60+ dBA range. Normal conversational levels are usually in the 60-65 dBA range and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels from point sources, such as those from individual pieces of machinery, typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from the noise source. Noise levels from lightly traveled roads typically attenuate at a rate of about 4.5 dBA per doubling of distance. Noise levels from heavily traveled roads typically attenuate at about 3 dBA per doubling of

distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source can reduce noise levels by about 5 dBA, while a solid wall or berm can reduce noise levels by 5 to 10 dBA (Federal Transit Administration [FTA] 2006).

The duration of noise is important because sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Lmax is the highest RMS (root mean squared) sound pressure level within the measurement period, and Lmin is the lowest RMS sound pressure level within the measurement period.

The time period in which noise occurs is also important since nighttime noise tends to disturb people more than daytime noise. Community noise is usually measured using the Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10 PM to 7 AM) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7 PM to 10 PM and a 10 dBA penalty for noise occurring from 10 PM to 7 AM. The Ldn and CNEL typically do not differ by more than 1 dBA. In practice, CNEL and Ldn are often used interchangeably.

Vibration refers to groundborne noise and perceptible motion. Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise (e.g., the rattling of windows from passing trucks). This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by human-made activities attenuates rapidly as distance from the source of the vibration increases. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Most perceptible indoor vibration is caused by sources in buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads.

Project Area Noise Conditions

The primary off-site noise source in the project area is motor vehicles. Motor vehicle noise is a concern because it is characterized by a high number of individual events that often create sustained noise levels. Ambient noise levels are expected to be highest during the morning and afternoon rush hours unless congestion slows speeds substantially.

To characterize ambient sound levels at and near the project site, two 15-minute sound level measurements were conducted on January 23, 2020 during the PM peak traffic hour between 5 and

6 PM. An Extech, Model 407780A, ANSI Type 2 integrating sound level meter was used to conduct the measurements. Detailed sound level measurement data are included in Appendix F. Noise levels at the project site's frontage on Mission Oaks Boulevard (the southernmost area of the project site) measured at 74.7 dBA Leq; the primary noise source at this location is vehicular traffic on U.S. 101. Noise levels at the project site's entrance on Calle Tecate (the northernmost area of the project site) measured at 56.8 dBA Leq; the primary noise source at this location is vehicular traffic on Calle Tecate. Therefore, noise levels generally decrease across the project site from 74.7 dBA Leq in the southernmost area of the site to 56.8 dBA Leq in the northernmost area of the site, dependent in part, on distance to U.S. 101.

Sensitive Receivers

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Some land uses are considered more sensitive to ambient noise and ground-borne vibration levels than others. People in residences, schools, libraries, churches, hospitals, and nursing homes are generally more sensitive to noise than are people at commercial and industrial establishments. The noise-sensitive receivers nearest to the project site are single family residences located approximately 800 feet west of the project site.

a. Would the project result generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Construction

Project construction would require the use of heavy equipment for demolition, grading, building construction, and paving activities. Construction noise would vary depending on the mix of equipment and the location of the activity within the project site. Typical heavy construction equipment would include bulldozers, excavators, dump trucks, front-end loaders, graders, and stationary equipment, such as compressors and generators. It is assumed that diesel engines would power all construction equipment. For assessment purposes and to be conservative, the loudest hour has been used for this assessment. Noise levels are based on a loader, a dozer, a grader, and a stationary engine operating simultaneously, which is typical of the loudest construction phase, grading. Using the FHWA Roadway Construction Noise Model (RCNM) to estimate noise associated with construction equipment, maximum hourly noise levels are calculated to be 79 Leq at 50 feet, as measured from the center of the construction site or activity. At 1,200 feet from these activities (i.e., the distance between the nearest residence and the center of construction activities for proposed Building B), noise levels would attenuate to approximately 52 dBA Leq, taking into account intervening buildings, which reduce noise levels by about 5 dBA (Federal Transit Administration [FTA] 2006). RCNM Calculations are included in Appendix F.

Section 10.34.120 of the CMC regulates noise from the construction of buildings and structures adjacent to or within any residential zone. Exterior construction or repair work that could generate noise levels that exceed the Noise Ordinance exterior noise standards at residential properties is prohibited between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day or at any time on Sunday, or at any time on any public holiday. The Noise Ordinance exterior noise standard for residential zones is 55 dBA Leq during the day, when construction would occur. There are no residential or sensitive uses in close proximity to the project site, which is surrounded on three sides by industrial uses and bordered by Mission Oaks Boulevard and U.S. 101 to the south. As discussed above, construction noise at residences maximum hourly noise levels would be approximately 52

dBA Leq at residences, which is less than the City's exterior noise standard for residential zones of 55 dBA Leq. Because the nearest residence is located 800 feet northwest of the project site and approximately 1,200 feet from the center of construction activities for proposed Building B, no sensitive uses would be exposed to a substantial temporary increase in noise levels during project construction. Impacts would be less than significant.

Operation

Primary noise generation from the proposed project that could affect sensitive receivers would be from vehicular traffic on area roadways near sensitive receivers. In order for a perceptible noise increase of at least 3 dBA to occur, the proposed project would need to result in a doubling of traffic. The Traffic Study conducted by Associated Transportation Engineers (ATE; Appendix C) concludes that the project would generate 54 new vehicle trips during peak morning traffic hours and 45 new vehicle trips during peak evening traffic hours. The Traffic Study also concludes that new trips would predominately be distributed to U.S. 101 (50 percent of new trips, or 27 PM peak hour trips). Of total project trips, 15 percent (or 8 PM peak hours trips) would be distributed to Lewis Road/SR 34 near sensitive receivers and a maximum of five percent (or three PM peak hour trips) would be distributed to other roadways near sensitive receivers. According to the Traffic Study, existing PM peak hour traffic on Lewis Road/SR 34 is approximately 1,481 trips per day. Therefore, the project would increase existing peak hour traffic on Lewis Road/SR 34 near sensitive receivers by approximately 0.5 percent. Neither a traffic increase of 0.5 percent nor the addition of a maximum of three PM peak hour trips would result in a perceptible increase in noise levels on area roadways near sensitive receivers. Therefore, the project would have a less than significant impact.

Implementation of the proposed project would also generate operational noise from equipment (HVAC, loading and warehouse equipment) and truck deliveries within the project site. The project includes the addition of light industrial buildings and loading docks within an existing industrial facility, which is surrounded on three sides by similar industrial uses. The project would incrementally increase the square footage of light industrial buildings on the project site but would not introduce new uses or noise sources that are typical of industrial uses already operating on the project site and in the surrounding area. Therefore, the project would not substantially increase ambient noise levels in the vicinity of the project in comparison to existing operation of the project site and the surrounding industrial area. Moreover, because the nearest noise sensitive receiver is approximately 800 feet northwest of the project site, no sensitive uses would be exposed to a substantial permanent increase in noise levels during project operation and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project result in generation of excessive groundborne vibration or groundborne noise levels?

Groundborne vibration and noise levels are typically generated by heavy equipment and hauling trucks during project construction. Project construction would require the use of heavy equipment and hauling trucks for demolition, grading, building construction, and paving activities. The City of has not adopted a significance threshold to assess vibration impacts during construction and operation. Therefore, the FTA guidelines set forth in the FTA Transit Noise and Vibration Impact Assessment Manual (2018) are used to evaluate potential construction vibration impacts related to both potential building damage and human annoyance. Based on the FTA criteria, construction

vibration impacts would be significant if construction vibration levels exceed 100 VdB, which is the general threshold where damage can occur to fragile buildings, or 72 VdB at residences during nighttime hours (FTA 2018).

Construction vibration impacts are assessed for individual pieces of construction equipment in accordance with FTA guidance (FTA 2018). Due to site constraints and worker safety limitations, individual pieces of vibratory construction equipment typically do not operate in close proximity to each other such that any single off-site structure would experience substantial levels of vibration from multiple pieces of construction equipment. Therefore, the additive impacts of multiple pieces of vibratory construction equipment operating simultaneously are not evaluated. This analysis conservatively assumes that construction equipment may operate at the eastern edge of the project site at a distance of approximately 30 feet from the nearest building located in the industrial complex immediately west of the project site. All other structures near the project site would be located further than 30 feet from the edge of the project site and further than 30 feet from the edge of the nearest travel lane that loaded haul trucks may utilize. Therefore, impacts to these structures would be equal to or less than those analyzed at a distance of 30 feet.

As shown in Table 11, vibration levels from individal pieces of construction equipment would not exceed 100 VdB, the threshold at which damage can occur to fragile buildings. Construction vibration levels at all other buildings in the immediate vicinity would be less than the levels shown in Table 11 because vibration levels would attenuate with distance. Furthermore, construction would occur during daytime hours and would not disturb residences, the nearest of which is 800 feet northwest of the project site, during sensitive hours of sleep; therefore, project construction would not exceed the threshold of 72 VdB for residential uses during nighttime hours.

Table 11 Vibration Levels at Sensitive Receptors

Equipment	Estimated VdB at Nearest Building (30 feet)
Vibratory Roller	92
Large Bulldozer	85
Loaded Truck	81
Threshold	**100**
Threshold Exceeded?	No

See Appendix G for vibration analysis worksheets.
Source: FTA 2018

Haul trucks have direct access to the project site from U.S. 101 via Mission Oaks Boulevard and would not generate significant vibration impacts along roadways adjacent to sensitive receivers. Additionally, the project includes the addition of light industrial buildings and loading docks within an existing industrial facility, which is surrounded on three sides by similar industrial uses. While tenants of proposed buildings may require the use of vibration generating heavy machinery or equipment, groundborne vibration would be similar to that generated by existing users of the project site and surrounding area. Moreover, the nearest vibration sensitive receivers are over 800 feet northwest of the project site. Therefore, the project would not generate excessive groundborne noise or vibration that would affect sensitive receivers and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The project site is approximately 2.7 miles from the Camarillo Airport and is not in the areas covered under the Airport Comprehensive Land Use Plan for Ventura County or Camarillo Airport Master Plan (Ventura County 2000 and 2010). Therefore, the proposed project would not expose people working in the project area to excessive noise levels and there would be no impact.

NO IMPACT

14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	■	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	■	☐

a. Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

b. Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

According to the California Department of Finance (DOF), the City of Camarillo has an estimated population of 69,880 (DOF 2019). The Southern California Association of Governments (SCAG) estimates a population increase to 79,900 by 2040, which is an increase of 14.3 percent or 10,020 persons (SCAG 2016). The proposed project does not include residential development or the demolition of existing residential development, and therefore, would not directly cause population growth or the displacement of a significant number of existing people or housing. However, the project would create jobs that could indirectly cause population growth through employees that may relocate to the area. SCAG estimates that the number of employees in the City of Camarillo will increase to 47,300 by 2040, which is an increase of 32 percent or 11,500 persons from 2012 (SCAG 2016).

The proposed project would add 163,310 sf of new industrial space and would replace an existing office building that currently employees approximately 113 people (see Appendix C for Traffic Study). According to the SCAG 2001 Employment Density Study Summary Report, 163,310 sf of light manufacturing facilities would accommodate approximately 372 employees (163,310 sf at 439 square feet per employee; SCAG 2001). Therefore, the project would result in a net increase of 259 employees over existing conditions, which accounts for less than three percent of the SCAG-predicted increase in jobs in Camarillo by 2040. Additionally, it is anticipated that employees would mainly come from the local existing labor workforce and generally would not relocate to the area. Therefore, the proposed project would not cause a substantial increase in population or induce significant, unplanned population growth. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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15 Public Services

		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
	1 Fire protection?	☐	☐	■	☐
	2 Police protection?	☐	☐	■	☐
	3 Schools?	☐	☐	■	☐
	4 Parks?	☐	☐	■	☐
	5 Other public facilities?	☐	☐	■	☐

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, public facilities, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

The proposed project would not generate an increase of population that would require the expansion of government services that could cause a significant environmental impact. The project site is an existing industrial facility that is located within the existing service area for fire and police service and already requires fire and police protection in case of fire or potential criminal activity on the site. Camarillo is served by the Ventura County Fire Protection District, which employs over 444 uniformed officers and civilians throughout Ventura County (City of Camarillo 2020a). There are five fire stations that serve Camarillo and the surrounding unincorporated Ventura County; the closest fire station to the project site is Fire Station No. 52 located at 5353 Santa Rosa Road, approximately 2.2 miles (driving distance) from the project. Police services within Camarillo are provided on a contract basis by the Ventura County Sheriff's Office (City of Camarillo 2020b). The City's police station is located at 3701 East Las Posas Road, approximately 2.6 miles (driving distance) north of the project site. As discussed in Section 14, *Population and Housing*, the proposed project would increase light industrial building square footage within the project site and replace an existing office building, resulting in a net increase of 259 employees over existing conditions. As such, the project would not generate a large number of new jobs that would create a significant influx of new residents to the City requiring public services such as schools or parks. It is anticipated that employees would mainly come from the local, existing labor workforce and no significant indirect population growth is expected. Therefore, the proposed project would not create a substantial increase in demand for government services, no new or physically altered public service facilities would be required, and the project would have less than significant impacts related to public services.

LESS THAN SIGNIFICANT IMPACT

16 Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	■	☐
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	■	☐

a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Recreational amenities in the City of Camarillo include 28 parks and three recreation centers operated by the Pleasant Valley Recreation and Parks District (PVRPD), providing more than 300 acres developed for recreational space (PVRPD 2019). Based on a population of 69,880 residents, the City's current parkland ratio is approximately 4.3 parkland acres per 1,000 residents (DOF 2019). The desired standard stated in the 1975 Quimby Act is three acres of parkland per 1,000 residents. By this standard, the City of Camarillo has an adequate amount of open space for recreational purposes, on a per population basis. However, the City's General Plan Recreation Element specifies a desired parkland ratio of five acres of parkland per 1,000 residents, and by this standard, the City requires additional parkland to meet its target ratio (City of Camarillo 2002).

As discussed above in Section 14, *Population and Housing,* the proposed project would not generate a direct increase in population growth; therefore, the proposed project would not directly affect any existing parks or increase demand for parks. Additionally, the proposed project is not anticipated to create a significant number of unplanned jobs and is in line with the employment-growth projection provided by the SCAG RTP/SCS (SCAG 2016). Furthermore, it is anticipated that employees would mainly come from the local, existing labor workforce and no significant indirect population growth is expected. Because the project would not generate direct or indirect demand for recreational facilities and would not include or require the construction or expansion of recreational facilities, impacts to parks and recreational facilities would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	■
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	■	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	☐	☐	☐	■
d. Result in inadequate emergency access?	☐	☐	☐	■

a. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

Associated Transportation Engineers (ATE) prepared a Traffic Study (Appendix C) to address the proposed project's potential impacts on the circulation system. This analysis is provided for informational purposes because upon certification of the new CEQA Guidelines in 2019, vehicle LOS can no longer be used as the basis for determining environmental impact significance under CEQA. Instead, lead agencies are required to use vehicle miles of travel (VMT) to measure transportation impacts of land use plans and land use projects. Pursuant to CEQA Guidelines Section 15064.3(c), the provisions of this section do not apply statewide until July 1, 2020, although a lead agency may elect to immediately apply the provisions of the updated guidelines. VMT impacts are discussed under item 17(b) below. The Traffic Study estimates that the project would generate 54 new vehicle trips during weekday morning peak hours, 45 new vehicle trips during the weekday evening peak hours, and 385 new daily trips. The Traffic Study assesses the project's traffic impacts at eight nearby intersections, finding that the new development would not result in an exceedance of the City of Camarillo impact thresholds at any study intersections under existing plus project or cumulative plus project conditions. Additionally, all intersections are expected to operate at level of service (LOS) ratings of C or better with project buildout, in compliance with the City's intersection LOS standard of LOS C or better.

As detailed in Section 8, Greenhouse Gas Emissions, the project site is located approximately a quarter mile from the Camarillo transit hub, where Amtrak and Metrolink trains stop, which is also a local transit bus hub. Pedestrian and bicycle facilities are present along Missions Oaks Boulevard and connect the project site directly to the transit hub. The project includes building additions in an existing industrial facility and would not remove or interfere with any bicycle, pedestrian or transit

facilities. Therefore, the project would be consistent with local plans and policies regarding the circulation system and the project would have no impact.

NO IMPACT

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Section 15064.3 was recently added to the State CEQA Guidelines and describes specific considerations for evaluating a project's transportation impacts. Section 15064.3(b) establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts, shifting away from the use of LOS analysis that evaluates a project's impacts on traffic conditions at nearby roadways and intersections. While the City of Camarillo is not required to establish VMT-based criteria for measuring transportation impacts until July 1, 2020 (Section 15064.3(c)), the proposed project is infill development that would provide industrial jobs within an existing urban area. Infill development generally reduces VMT compared to greenfield development (new development on lands not previously planned for development) and the project would provide local employment opportunities, potentially reducing the distance local residents would need to travel for job opportunities. Furthermore, Section 15064.3 states that, "Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact." The Governor's Office of Planning and Research further defines "major transit stops" as "a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods." The project site is located approximately a quarter mile from a major transit stop, the Camarillo transit hub, which is an existing rail transit station and a local transit bus hub. Therefore, the proposed project would not create a substantial increase in VMT or conflict with CEQA Guidelines section 15064.3(b), and this would be a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

c. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?

The project involves building additions within an existing industrial facility. Access to the project site currently provides sufficient capacity and turn lane storage to accommodate passenger and heavy duty truck traffic to the project site. The project would not alter area roadways or existing access to the project site. Therefore, the project would not increase hazards and the project would have no impact.

NO IMPACT

d. Would the project result in inadequate emergency access?

The proposed project would not create traffic impacts which would impede access to designated evacuation routes. Additionally, the project driveways are currently and would continue to accommodate access to the project site by emergency vehicles. Therefore, the project would not result in inadequate emergency access and would have no impact.

NO IMPACT

18 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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. 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), or	☐	☐	☐	■
b. 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.	☐	☐	☐	■

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expands CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "A project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Section 21074 (a)(1)(A) and (B) defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and is:

1. 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), or
2. 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 these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.

AB 52 also establishes a formal consultation process for California tribes regarding those resources. The consultation process must be completed before a CEQA document can be certified. Under AB 52, lead agencies are required to "begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

a. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 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)?*

b. *Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 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?*

The City of Camarillo sent AB 52 outreach consultation letters via certified mail to the Barbareño/Ventureño Band of Mission Indians, Coastal Band of the Chumash Nation, and Santa Ynez Band of Mission Indians on February 7, 2020. No responses have been received to date. The City has complied with the tribal consultation requirements of AB 52. Although the City has not received any responses requesting further consultation to date, the City will respond to any correspondence received from tribal contacts in response to these letters consistent with the requirements of AB 52. Therefore, implementation of the project would not adversely affect tribal cultural resources, and no impact would occur.

NO IMPACT

19 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	■	☐	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	■	☐	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	■	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	■	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	■	☐

a. Would the project require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

b. Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

Water

Water service is provided by the City of Camarillo's Public Works Department. Chapter 14.12 of the CMC establishes required conservation measures for irrigation timing and duration and potable

water demand for new development. The City is currently in Stage 1 condition for water conservation, which has a goal of a ten percent reduction in water use (City of Camarillo 2020c). Stage 1 rules that would apply to the proposed project include the following:

- Landscape irrigation is permitted on Monday, Wednesday, and Friday or Sunday between the hours of 6:00 p.m. and 8:00 a.m. for no more than 15 minutes per station.
- Watering is not permitted between the hours of 8:00 am and 6:00 p.m. unless a three-week waiver is obtained for new landscaping.
- Landscape irrigation water must not run-off the site.
- Washing of hard surfaces, such as sidewalks, is not permitted.
- A self-closing shut-off nozzle must be attached to any hoses.
- Water leaks must be repaired within 72 hours of discovery.
- Ornamental fountains must use recirculated water only.

According to the City of Camarillo's 2015 Urban Water Management Plan (UWMP), total water deliveries in the City's service area in 2015 totaled 7,508 AFY. By 2035, the City anticipates this demand to increase by 1,704 AFY, to a total of 9,212 AFY. Specifically, commercial/institutional and industrial water use sectors are anticipated to increase their annual water demand by approximately 125 AFY between 2015 and 2035 (Camarillo 2016).

The project site is currently developed with a warehouse and office building, portions of which would be demolished. ECG prepared a water and sewer usage memorandum to determine the net change in water demand associated with the proposed project (Appendix G). According to the memorandum, the average indoor water usage for existing uses is approximately 1,443.2 hundred cubic feet (HCF) per month, and the average outdoor water usage (i.e., irrigation demand) for existing uses is approximately 407.4 HCF (Appendix G). The memorandum determined that the proposed project would require approximately 1,685.5 HCF of water for indoor use per month, which would result in an approximately four percent net decrease as compared to existing uses due to a reduction in the number of water service fixture units and drainage fixture units. In addition, the project would require approximately 232.2 HCF per month for outdoor water usage, which would be an approximately 43 percent net decrease as compared to existing uses due to a reduction in the square footage of landscaped areas (Appendix G). Therefore, the project would not require new or expanded water supply infrastructure, and sufficient water supplies would be available to serve the project. No impact would occur.

Wastewater Treatment

The project site is currently connected to sewer lines managed by the Camarillo Sanitary District. Wastewater flows generated at the project site are conveyed to the Camarillo Wastewater Treatment Plant (CWTP). The CWTP currently treats about 4.0 million gallons of wastewater each day, with a maximum capacity of 7.25 million gallons per day (mgd). The CWTP has a daily surplus of 3.25 mgd.

According to the water and sewer usage memorandum prepared by ECG (2020), approximately 95 percent of indoor water usage is anticipated to be discharged as wastewater (Appendix G). Therefore, the wastewater generation for existing uses is approximately 1,371.0 HCF per month (1,443.2 * 0.95). The memorandum determined that the proposed project would generate approximately 1,316.2 HCF of wastewater per month, which would result in an approximately four percent net decrease as compared to existing uses due to a reduction in the number of water

service fixture units and drainage fixture units (Appendix G). Therefore, no impacts related to wastewater conveyance and treatment infrastructure would occur.

Stormwater Drainage

The project site is in an urban area with existing stormwater drainage and lines. The project would include improvements to stormwater drainage facilities on the project site. These improvements would be limited to the footprint of the proposed project.

A significant impact may occur if the volume of stormwater runoff would increase to a level exceeding the capacity of the storm drain system serving a project site, resulting in the construction of new stormwater drainage facilities. As discussed in Section 10, *Hydrology and Water Quality*, in compliance with existing laws and regulations, the project would be required to implement design features to prevent an increase in peak stormwater flows on the project site during any storm event. Consequently, the project would not increase demand on stormwater drainage infrastructure or result in the need for new infrastructure beyond those improvements that are included in the project design. Impacts related to stormwater drainage would be less than significant.

Electric Power

The project site is currently developed and connected to the regional electricity grid. The site is served by SCE. As discussed in Section 6, *Energy*, the proposed project would increase electricity demand at the project site by approximately 0.63 GWh per year. The site's electricity demands would continue to be served by SCE's existing infrastructure. The project would not result in the need for new electric power infrastructure beyond those improvements that are included in the project design. Impacts related to electric power would be less than significant.

Natural Gas

As discussed in Section 6, *Energy*, SCG currently provides natural gas to the project site. The proposed project would increase natural gas demand at the project site by approximately 0.03 MMthm per year. The site's natural gas demand would continue to be served by SCG's existing infrastructure. The project would not result in the need for new natural gas infrastructure beyond those improvements that are included in the project design. Impacts related to natural gas would be less than significant.

Telecommunications

The project site is currently developed and connected to regional telecommunications infrastructure. The project would not result in the need for new telecommunications infrastructure beyond those improvements that are included in the project design. Impacts related to telecommunications infrastructure would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

As discussed under items 19(a) and 19(b), the CWTP has sufficient capacity to serve the project's projected wastewater generation. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

e. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Assembly Bill 939, passed in 1989, required all jurisdictions in California to increase their landfill diversion to 50 percent by the year 2000. In addition, AB 341, passed in 2012, sets a new statewide goal of achieving 75 percent landfill diversion by 2020. The bill also requires businesses generating more than 4 cubic yards (cy) of solid waste per week to arrange for recycling services.

The Ventura Regional Sanitation District provides waste pick-up and hauling services for businesses and residences in Camarillo. Trash from the city is taken to Toland Road Landfill, a public Class II landfill in Santa Paula with a maximum permitted capacity of 1,500 tons per day, would be the presumed disposal location for solid waste generated at the project site. The Toland Road Landfill is permitted to accept mixed municipal, construction/demolition, agricultural, industrial, and sludge waste types (CalRecycle 2016). In 2018, Toland Landfill received 1,200 tons per day, which leaves a remaining daily capacity of approximately 300 tons (Martinez 2018).

According to CalEEMod modeling results, the project would generate a net increase of 170 tons of waste per year, or approximately 0.5 ton per day, as compared to existing conditions. This increase would account for 0.2 percent of the remaining daily capacity of 300 tons per day at Toland Road Landfill. Conservatively assuming that daily demand has increased by 15 percent since 2018 to 1,375 tons per day, leaving 125 tons per day of remaining daily capacity, project-generated waste would account for 0.4 percent of remaining daily capacity. Therefore, the project would not generate waste in excess of local capacity and impacts to the capacity of local infrastructure would be less than significant.

LESS THAN SIGNIFICANT IMPACT

20 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	■
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	■	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	■
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	■	☐

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

The project site is located in an urban area of the city of Camarillo. Undeveloped wildland areas are not located in proximity to the project site. According to the California Department of Forestry and Fire Protection (CalFire) the project site is approximately two miles west of the nearest state responsibility area and "Very High Fire Hazard Severity Zone" for wildland fires (CalFire 2010; 2019). The project site is not located in or near a state responsibility area or area classified as having a very high fire hazard. Moreover, the project includes building additions in an existing industrial area adjacent to the U.S. 101 that is currently served by emergency response services. The project would have no impact to emergency response or evacuation plans.

NO IMPACT

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

As discussed under impact discussion 20(a) of this section, the project site is surrounded by existing development and is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones. The project site is separated by approximately two miles of development from the nearest undeveloped wildland area; therefore, the proposed project would not expose building occupants or structures to uncontrolled spread of wildfire or significant wildfire-related risks, such as runoff or post-fire slope instability.

In addition, according to the Camarillo General Plan Background Section, prevailing winds in the area are westerlies (2004). Because the project site is located approximately two miles west of the nearest Very High Fire Hazard Severity Zone, the project site would typically be upwind of any fires occurring in this area and potential occupants would not be exposed to substantial pollutant concentrations from any potential wildfires. Furthermore, the project would implement the nonresidential indoor air quality requirements of the 2019 Title 24 Building Energy Efficiency Standards, which require MERV 13 (or equivalent) filters for heating/cooling systems and ventilation systems (Section 120.1[C]). Wildfire-related risks and impacts to project occupants and structures would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

The project site is developed with industrial buildings and is located in an urban area of Camarillo. As discussed above in this section, the site is not located in or near a state responsibility area or very high fire hazard zone. The site is well served by existing roadways and utilities and will not require the installation or maintenance of new roads, fuel breaks, emergency water sources, power lines, or other utilities that would exacerbate fire risk. No temporary or ongoing impacts would occur.

NO IMPACT

21 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	■	☐	☐
b. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	■	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

a. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

As described in Section 4, *Biological Resources*, the proposed project site is currently developed and project implementation would have less than significant impacts to biological resources with implementation of Mitigation Measure BIO-1, which requires pre-construction nesting bird surveys and avoidance measures. The project would not impact wildlife habitats or cause wildlife populations to drop below self-sustaining levels. Additionally, Section 5, *Cultural Resources,* explains that the project would not adversely affect any historic or archeological resources since none are

identified to exist on the project site. The proposed project would less than significant impacts with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

According to the latest City of Camarillo Department of Community Development Monthly Report (April 2020), there are twelve residential, 15 commercial, 15 industrial, and four institutional pending, approved, and/or ongoing projects within the City (City of Camarillo 2020c). The nearest approved project (CPD-236 is approximately 0.5 mile feet south of the project site, across U.S. 101, and the nearest project currently under construction (CUP-364M(1)), is located approximately 0.4 mile southeast of the project site, across North Lewis Road. None of the approved and pending projects are immediately adjacent to the project site. As described in the discussion of environmental checklist Sections 1 through 20, the project would have no impact, a less than significant impact, or a less than significant impact with mitigation incorporated for all environmental issues. These include short-term, long-term, and where appropriate, cumulative impacts. Cumulative impacts of the following resource areas have been addressed in the individual resource sections above: *Air Quality*, *Greenhouse Gas Emissions*, *Noise*, and *Transportation*. CalEEMod was utilized to assess the air quality and greenhouse gas impacts resulting from the proposed project, leading to a conclusion that the impacts associated with air quality and GHG emissions would be less than significant when compared to applicable thresholds that take into account cumulative impacts. Likewise, noise impacts to nearby sensitive receivers during project construction and operation were found to be less than significant. In addition, the traffic analysis conducted for informational purposes also concludes that project traffic impacts under the cumulative plus project scenario would not exceed the City's LOS-based significance threshold.

Certain resource areas (e.g., agricultural and mineral) were determined to have no impact in comparison to existing conditions. Therefore, the project would not contribute to cumulative impacts related to these issues.

Other issues (e.g., geology and hazards and hazardous materials) are by their nature project-specific and impacts at one location do not add to impacts at other locations or create additive impacts. In addition, the proposed project would not generate substantial population growth; therefore, it would not contribute substantially to any cumulative increases in demand for public services, or utilities such as water, wastewater, and solid waste service. The cumulative impacts of the proposed project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

In general, and as analyzed in this Initial Study, impacts to human beings are associated with air quality contaminants, hazards related to adverse geologic conditions, exposure to hazards and hazardous materials, and excessive noise. As detailed in analyses in Section 3, *Air Quality*, Section 7, *Geology and Soils*, Section 9, *Hazards and Hazardous Materials*, Section 10, *Hydrology and Water Quality,* and Section 13, *Noise*, the proposed project would not result, either directly or indirectly, in substantial adverse effects related to these hazards. Compliance with applicable rules and

regulations, as described throughout this Initial Study, and implementation of Mitigation Measures AQ-1, and HAZ-1 through HAZ-3 would reduce potential impacts on human beings to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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