

CAMARILLO

AIRPORT

VENTURA COUNTY, CALIFORNIA



FINAL

MITIGATED NEGATIVE
DECLARATION AND
INITIAL STUDY

FOR CLOUDNINE AT
CAMARILLO



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MITIGATED NEGATIVE DECLARATION

The County of Ventura Department of Airports, as the Lead Agency, has reviewed the following proposed project at the Camarillo Airport:

A. PROJECT DESCRIPTION:

ENTITLEMENT: CloudNine at Camarillo

APPLICANT: County of Ventura Department of Airports

LOCATION: Camarillo Airport
555 Airport Way
Camarillo, CA 93010

ASSESSOR PARCEL NO: 230-003-022

PARCEL SIZE: Approximately seven acres

GENERAL PLAN DESIGNATION: Public

EXISTING ZONING: M-1, Light Manufacturing

RESPONSIBLE AND/OR TRUSTEE AGENCIES: None

PROJECT DESCRIPTION: The Proposed Project is the development of approximately seven acres of open land on the northeast quadrant of the airport with four private commercial hangars and offices under a leasehold from the airport. Total building area proposed for the project is 100,800 square feet (sf) of hangar space and 20,650 sf of hangar office space. A two-way vehicular driveway is proposed in the northeast corner of the project site from Las Posas Road. The proposed hangars would be accessed by a ramp (also called an apron) on the south side of the hangars, with a portion of an existing taxilane reconstructed south of the ramp.

The discretionary action requested of the County of Ventura Board of Supervisors is project approval. An Airport Master Plan (AMP) was prepared in July 2011 that showed hangar development, conceptually, within the project area. This previously planned hangar development was planned for the intermediate term (i.e., years 6-10) of the AMP capital improvement program. The proposed project will not require an Airport Master Plan amendment.

B. STATEMENT OF ENVIRONMENTAL FINDINGS: State law requires that an Initial Study (environmental analysis) be conducted to determine if this project could significantly affect the environment. Based on the findings in the Initial Study, it has been determined that this proposed project may have a significant effect on the environment; however, mitigation measures are available which would reduce the impacts to less than significant levels. As such, this Mitigated Negative Declaration has been prepared and the applicant has agreed to implement the mitigation measures.

C. LISTING OF POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS:

- **Air Quality (Project-specific and Cumulative)** - Mitigation includes the use of Tier 4 emission standards in off-road construction equipment and compliance with Ventura County Air Pollution District Rules and Regulations.
- **Biological Resources (Project-specific and Cumulative)** – Mitigation includes avoidance and minimization measures to reduce potential direct or indirect impacts to special-status species or sensitive habitat.
- **Liquefaction (Project-specific)** – Mitigation includes incorporation of recommendations of the project-specific geologic/geotechnical report.
- **Expansive Soils (Project-specific)** – Mitigation includes incorporation of recommendations of the project-specific geologic/geotechnical report.
- **Subsidence (Project-specific)** – Mitigation includes incorporation of recommendations of the project-specific geologic/geotechnical report.
- **Transportation/Circulation (Cumulative)** – Mitigation is payment of County Traffic Impact Mitigation Fees.

D. PUBLIC REVIEW: A public review period was conducted from October 21, 2019 through November 20, 2019. The Draft Initial Study and Mitigated Negative Declaration was available for review on the Department of Airports' website on-line at <https://www.ventura.org/camarillo-projects/> and at the following locations during normal business hours.

Ventura County
Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010


Camarillo Library
4101 Las Posas Road
Camarillo, CA 93010

COMMENTS: Public and agency written comments were submitted to Ms. Erin Powers, no later than 5:00 p.m. on November 20, 2019 (PST), at erin.powers@ventura.org, or to 555 Airport Way, Suite B, Camarillo, CA 93010.

E. CONSIDERATION AND APPROVAL OF THE MITIGATED NEGATIVE DECLARATION:

Prior to approving the project, the decision-making body of the Lead Agency must consider this Mitigated Negative Declaration and all comments received on the Mitigated Negative Declaration. That body may approve the Mitigated Negative Declaration if it finds that all the significant effects have been identified and the proposed mitigation measures will reduce those effects to less than significant levels.


Prepared By:


Judi Krauss, AICP, Environmental Planner

Reviewed for Release to Public:


Erin Powers, Project Administrator

Recommended for Lead Agency Approval:


Kip Turner, C.A.E., C.M., Director of Airports

CloudNine at Camarillo INITIAL STUDY

CAMARILLO AIRPORT Ventura County, California

**Lead Agency:
County of Ventura Department of Airports
555 Airport Way, Suite B
Ventura, CA 93010**

**Prepared by:
Coffman Associates, Inc.
4835 E. Cactus Road, Suite 235
Scottsdale, AZ 85254**

October 2019; Revised February 2020



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LIST OF ACRONYMS

AB – Assembly Bill
AC – Advisory Circular
ADA – *American Disability Act*
ADT – average daily trips
AEDT – Aviation Environmental Design Tool
AGS – Advanced Geotechnical Services, Inc.
ALP – airport layout plan
AMP – *Camarillo Airport Master Plan*
APE – Area of Potential Effect
ASOS – Automated Surface Observation Station
ATCT – Airport Traffic Control Tower
ATE – Associated Transportation Engineers

BACT – Best Available Control Technology
BFE – Base Flood Elevation Line
bgs – below ground surface
BMP – best management practices

CalEEMod – California Emissions Estimator Model
CAPCOA – California Air Pollution Control Officers Association
CARB – California Air Resources Board
CCR – California Code of Regulations
CDC – California Department of Conservation
CDFW – California Department of Fish and Wildlife
CEQA – *California Environmental Quality Act*
CHSC – California Health and Safety Code
CH₄ – methane
CMU – concrete masonry unit
CNEL – Community Noise Equivalent Level
CO₂ – carbon dioxide
CO₂e – carbon dioxide equivalent
CPT – Cone Penetration Test
CRHR – California Register of Historic Resources
CSPP – construction safety and phasing plan
CTI – cable, telephone, and internet
CUP – Conditional Use Permit

CUPA – Ventura County Certified Unified Program Agency
cy – cubic yard(s)

dB – decibel

DTSC – Department of Toxic Substances Control

FAA – Federal Aviation Administration

FBO – fixed base operator

FEMA – Federal Emergency Management Agency

FTA – Federal Transit Agency

GHG – greenhouse gas(es)

GWP – global warming potential

hp - horsepower

IPaC – Information for Planning and Consultation

IRWMP – *2014 Integrated Regional Water Management Plan*

ISAG – *Ventura County Initial Study Assessment Guidelines*

ISO – Insurance Services Office, Inc.

ITE – Institute of Transportation Engineers

IWMD – Integrated Waste Management Division

LAFCO – Local Area Formation Commission

LED – light-emitting diode

lbs – pounds

LOS – level of service

LS – Less than Significant

MBTA – *Migratory Bird Treaty Act*

MMRP – Mitigation Monitoring and Reporting Program

MND – Mitigated Negative Declaration

MND/IS – Mitigated Negative Declaration/Initial Study

MRP – Mineral Resource Protection

MS4 – Municipal Separate Storm Sewer System

msl – mean sea level

M-1 – Light Manufacturing

N – No Impact

N/A – not applicable or not available

NEPA – *National Environmental Policy Act*

NFPA – National Fire Protection Association

No. – Number

Northeast Hangars MND/IS – Final Mitigated Negative Declaration and Initial Study for the Proposed Northeast Hangar Development

NO_x – oxides of nitrogen

NPDES – National Pollutant Discharge Elimination System

N₂O – nitrous oxide

PAPI – Precision Approach Path Indicator

PCSMP – Post-Construction Stormwater Management Plan

PHT – peak-hour trip(s)

PRC – Public Resources Code

PS – Potentially Significant Impact

PS-M – Potentially Significant Impact unless Mitigation Incorporated

REIL – Runway End Identifier Lighting

ROC – reactive organic compounds

RWQCB – Regional Water Quality Control Board

SANDAG – San Diego Association of Governments

SCE – Southern California Edison

SF or sf – square foot (feet)

SR – State Route

SSC – Species of Special Concern

SWCA – SWCA Environmental Consultants

SWPPP – stormwater pollution prevention plan

TGM – Technical Guidance Manual

TIMF – traffic impact mitigation fee

TLOFA – Taxilane Object Free Area

TVOR – Terminal Very High Frequency Omni-directional Range

U.S. – United States

USEPA – United States Environmental Protection Agency

USFWS – United States Fish and Wildlife Service

USGS – United States Geological Survey

V/C – volume to capacity

VCAPCD – Ventura County Air Pollution Control District

VCFPD – Ventura County Fire Protection District

VCWPD – Ventura County Watershed Protection District

VCWWM – Ventura County Waterworks Manual



Section A

PROJECT DESCRIPTION

SECTION A

Project Description

1. INTRODUCTION

This Initial Study evaluates the potential environmental effects of the proposed CloudNine Hangar development project (Proposed Project) at the Camarillo Airport, located in the County of Ventura (County), California. As such, this Initial Study has been prepared pursuant to the *California Environmental Quality Act* (CEQA) (Public Resources Code [PRC] §21000 et seq.), adopted State CEQA Guidelines (Title 14, California Code of Regulations [CCR], Chapter Three), and the *Ventura County Initial Study Assessment Guidelines* (ISAG) (County of Ventura 2011a). The County of Ventura Department of Airports is the “lead agency” for this project (State CEQA Guidelines §15367) and will determine the appropriate level of CEQA documentation required for the Proposed Project based on the information presented in this Initial Study (Section D).

It should also be noted that the County of Ventura and the City of Camarillo entered into a Joint Powers Agreement (Agreement) in 1976 at the time that the major portion of the former Oxnard Air Force Base was granted to the County for use as a public airport. The Agreement created the Camarillo Airport Authority, which was comprised of both County and City decision-makers. The purpose of the Camarillo Airport Authority is to review policy matters pertaining either to the airport or to land use within the Camarillo Airport Zone and make recommendations to the appropriate governing body, i.e., the Ventura County Board of Supervisors and/or the Camarillo City Council. The Agreement defines the boundaries of the Camarillo Airport Zone as well as specific restrictions placed on the operation of the airport at that time.

An “Initial Study Checklist” is included (Section B) that assesses potential environmental impacts of the Proposed Project using the issues form included in the ISAG.¹ An explanation is provided for all responses contained in the Initial Study Checklist, including determinations of “No Impact” or “Less than Significant.” For every determination of “Potentially Significant Impact unless Mitigation Incorporated,” a description of the proposed mitigation measure is included. These measures are then listed in Section C and will form the basis of a Mitigation Monitoring and Reporting Program (MMRP) to be used in

¹ In December 2018, a comprehensive update of the CEQA Statute and Guidelines went into effect. As a result, the County will need to update the ISAG to incorporate the changes, including those required under State Bill 743 to change the traffic significance metric to vehicle miles travelled. However, the County has two years to incorporate this change. Other changes to the CEQA Statutes and Guidelines appear to be adequately addressed in the existing ISAG checklist and significance thresholds. CEQA allows the flexibility for a lead agency to use its own CEQA checklist and to formulate its own thresholds of significance. Therefore, no changes to the County’s ISAG checklist have been incorporated into this Initial Study.

conjunction with a Mitigated Negative Declaration (MND), if adopted by the County's Board of Supervisors as the decision-making body for the Proposed Project.

This Initial Study tiers off the previously approved *Final Mitigated Negative Declaration and Initial Study for the Proposed Northeast Hangar Development*, approved and adopted by the County of Ventura Board of Supervisors on September 27, 2016. This previously approved hangar project reserved space for four approximate 25,000-square foot (sf) commercial hangars to be developed by a private entity in the future. The impacts of this future development were addressed at a programmatic level with the understanding that additional environmental review would be necessary when project specific details were available. Thus, the purpose of this Initial Study is to meet that requirement.

The Draft MND/IS for the Proposed Project was circulated for a 30-day agency and public review period from October 21, 2019 through November 20, 2019. **Appendix D** contains comments received during the public and agency review comment period of the Draft MND/IS as well as responses. Text edits made to the Draft MND/IS as a result of this review are shown in red or as strikeouts in this Final MND/IS.

2. PROJECT NAME/APPLICANT

CloudNine at Camarillo

Applicant: RKR Incorporated

3. PROJECT LOCATION

The Proposed Project would be located on an approximate seven-acre site located in the northeast corner of the Camarillo Airport (**Exhibit A1**). The project site would be accessed via Las Posas Road for vehicles and by a taxilane off Taxiway G1 for aircraft. The project site is generally bordered by the Camarillo Drain to the north; Las Posas Road to the east; privately developed hangars on County land to the south; and the site of proposed County-owned hangars to the west.

Camarillo Airport has one runway available for use (**Exhibit A2**). Runway 8-26 is oriented in a west-east manner and is 6,013 feet long and 150 feet wide. The airfield taxiway system consists of two parallel taxiways (Taxiways F and H) on the south side of the runway with five entrance/exit taxiways (Taxiways A through E), as well as a partial parallel taxiway (Taxiway G).

4. PURPOSE OF THE PROPOSED PROJECT

The purpose of the Proposed Project is to provide additional commercial hangars at Camarillo Airport to meet increased aircraft storage needs. The type of hangars proposed would allow for storage of larger aircraft in a private setting, which currently is not available at the airport. Each hangar/office space



would feature amenities such as executive offices with energy-efficient light-emitting diode (LED) lighting, private lounges, flight department offices, and fitness rooms.

To maintain self-sustaining sources of revenue (as required by the airport's federal grant assurances), the County needs to plan for ways to continue and augment the airport's revenue stream and to provide a range of aeronautical services in keeping with aviation business trends.

5. EXISTING ZONING AND GENERAL PLAN DESIGNATION

Camarillo Airport is owned by the County and operated by the County Department of Airports; it is designated as Urban on the County of Ventura Land Use Map (South Half) (County of Ventura 2019c).

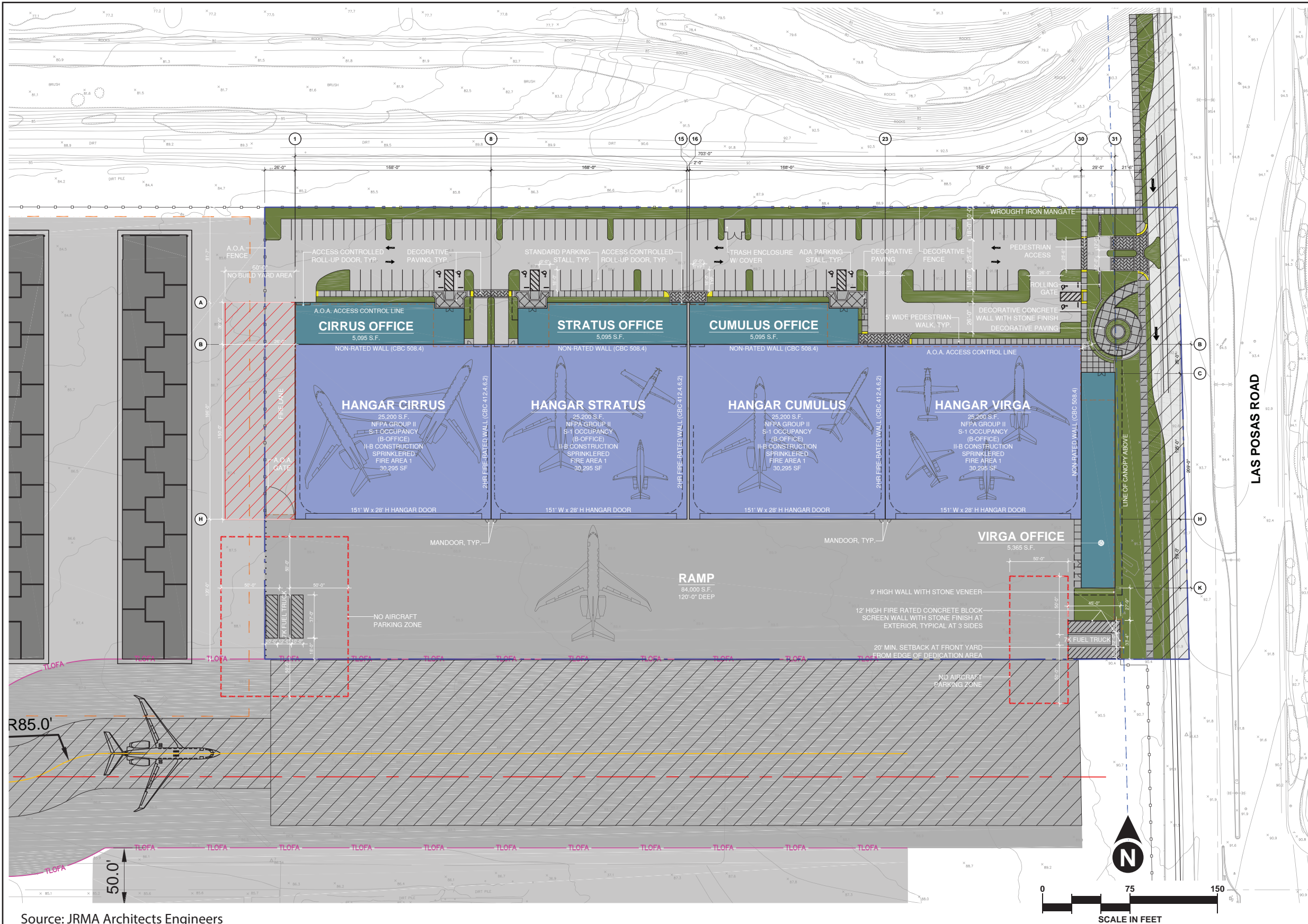
The airport is also within the corporate limits of the City of Camarillo (City), three miles west/southwest of the City's central business district. The airport, including the project site, is designated as Public on the *City of Camarillo General Plan* (City of Camarillo 2017) and is zoned as M-1, Light Manufacturing (City of Camarillo 2019). The City generally defers to the adopted *Camarillo Airport Master Plan* (AMP) as the applicable planning document for development within the airport's boundaries (see Section 10.11.11, Development Controls, Community Design Element). The Proposed Project is consistent with the current *Camarillo Airport Master Plan* (County of Ventura Department of Airports 2011), which included four large commercial hangars proposed as private investments with ground leases maintained with the County.

6. DESCRIPTION OF THE PROPOSED PROJECT

The Proposed Project is the development of approximately seven acres of open land on the northeast quadrant of the airport with four private commercial hangars and offices under a leasehold from the airport. The Proposed Project includes the following elements (**Exhibit A3**):

- Four proposed hangar structures, each 168 feet wide by 150 feet deep by 44 feet high, would be constructed. These adjoining structures would provide a total overall length of approximately 672 feet by 150 feet. Each hangar would include 25,200 sf of hangar space. Single-story office space ranging from 5,095 to 5,365 sf would adjoin each hangar with one office located adjacent to the east of the easternmost hangar and the other offices located north of the respective hangars. Total building area proposed for the project is 100,800 sf of hangar space and 20,650 sf of hangar office space.
- Approximately 100,000 sf of landscape, hardscape, and vehicular parking and driveways are proposed. On-site vehicular parking would be north of the hangars and is planned to include 114 standard stalls and six *American Disability Act* (ADA)-compliant stalls. A two-way vehicular driveway is proposed in the northeast corner of the project site from Las Posas Road. The Proposed





PROJECT INFORMATION

PROJECT DESCRIPTION

PROPOSED 100,800 SF PRE-ENGINEERED METAL HANGAR FACILITIES WITH 20,650 SF CONVENTIONAL STEEL FRAMED SUPPORT SPACE FOR OFFICES.

APPLICABLE CODES

BUILDING CODE:	2016 CALIFORNIA BUILDING CODE (BASED ON 2015 IBC)
MECHANICAL CODE:	2016 CALIFORNIA MECHANICAL CODE (BASED ON 2015 IMC)
PLUMBING CODE:	2016 CALIFORNIA PLUMBING CODE (BASED ON 2015 IPC)
ELECTRICAL CODE:	2016 CALIFORNIA ELECTRICAL CODE (BASED ON 2015 NEC)
ENERGY CODE:	2016 CALIFORNIA ENERGY CODE
NFPA:	2016 NFPA 409 (FIRE SUPPRESSION AND FIRE AREA ONLY)
GREEN BUILDING CODE:	2016 CAL GREEN CODE (BASED ON 2016 T-24)

BUILDING CODE INFORMATION

BUILDING OCCUPANCY TYPE:	(B) OFFICE (S-1) WAREHOUSE
BUILDING CONSTRUCTION TYPE:	II-B
SPRINKLER SYSTEM:	YES (AT OFFICE)
HANGAR FOAM SYSTEM (PER NFPA 409):	YES (AT HANGAR)
NFPA CONSTRUCTION TYPE:	TYPE 000
NFPA HANGAR GROUP:	GROUP II

BUILDING CODE INFORMATION

ASSESSORS PARCEL NO:	XXX
SITE AREA: 7 ACRES	305,277 S.F.
GENERAL PLAN DESIGNATION:	M-1 (LIGHT MANUFACTURING)
BUILDING FLOORS:	FOUR 1-STORY HANGARS W/ OFFICES
HEIGHT:	45'-0"

BUILDING AREA ANALYSIS

OCCUPANT LOADS:	AREA	OCCUPANT LOAD	# OF OCCUPANTS
HANGAR:	100,800 SF	500	202
HANGAR OFFICE:	20,650 SF	100	207

OCCUPANCY SEPARATION
NOT REQUIRED BETWEEN B (OFFICE) AND S-1 (HANGAR). THE FOLLOWING SEPARATIONS HAVE BEEN PROVIDED.

GIVEN:	USES	GROUP S-1
AIRPORT HANGAR:	GROUP S-1	GROUP B
OFFICE:	GROUP B	GROUP B
CONSTRUCTION TYPE:	FULLY SPRINKLERED	II-B

BUILDING HAS SIDE YARDS EXCEEDING 60 FT THEREFORE THE BUILDING AREA IS UNLIMITED.

PROJECT ADDRESS

CAMARILLO AIRPORT
LAS POSAS DR., CAMARILLO, CA 93010

JURISDICTION

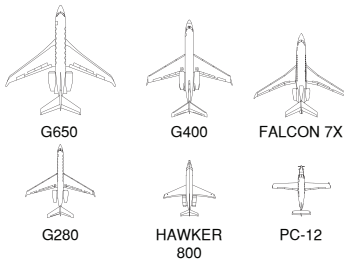
CITY OF CAMARILLO/COUNTY OF VENTURA

LEGEND

HANGAR	DRIVE AISLE PARKING
OFFICE	PEDESTRIAN SIDEWALK
RAMP	PROPOSED HANGARS (AIRPORT DEVELOPMENT)
LANDSCAPE & STORMWATER FILTRATION	PROPOSED HANGARS (APL DEVELOPMENT)
TAXILANE IMPROVEMENTS BY LEASEHOLDER	AOA ACCESS CONTROL LINE
NO AIRCRAFT PARKING ZONE	60' WIDE NO BUILD YARD AREA

AIRCRAFT

N.T.S.



Source: JRMA Architects Engineers

Project includes an acceleration/deceleration traffic lane as well as a bike lane, sidewalk, and landscaping.

- The proposed hangars would be accessed by a ramp (also called an apron) on the south side of the hangars, with a portion of the existing taxilane reconstructed south of the ramp. The proposed aircraft ramp would be 84,000 sf (782.7 feet wide by 120 feet deep) to be located between the new hangars and existing taxilane pavement. This depth can accommodate an aircraft such as the Boeing Business Jet 737-800 or a Gulfstream G650,² two of the largest types of aircraft that are anticipated to use the airport. Based on the geotechnical report, the recommended taxilane pavement design could consist of six inches of asphalt, over five inches of stabilized base, over 10 inches of crushed aggregate base. Compliance with FAA pavement standards will be required.
- An adjacent existing taxilane to the west would be reconfigured. The centerline of the existing taxilane extending east from Taxilane G1 would be realigned slightly to accommodate Taxiway Design Group (TDG)³ 3 aircraft (**Exhibit A4**).
- Two fuel truck parking locations would be provided with a 12-foot-high, fire-rated, concrete block screening wall included at the location adjacent to the Virga Hangar office at the east property line as depicted on **Exhibit A3**. Aircraft “no parking” zones would be implemented around the truck parking areas.
- The Proposed Project includes features to avoid or reduce inefficient, wasteful, and unnecessary consumption of energy (PRC §21100[b][3]), including photovoltaic roof panels.

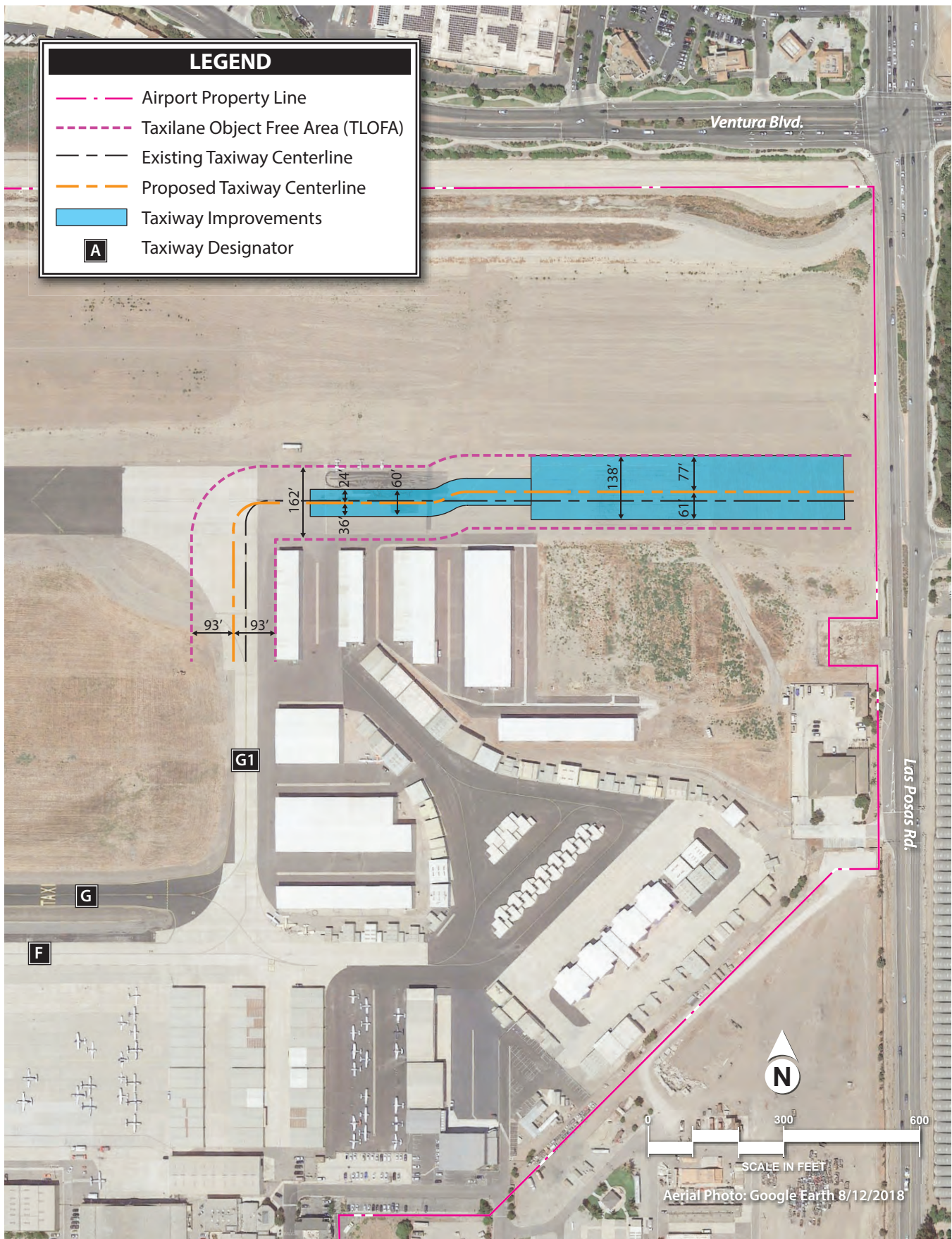
Exhibit A5 provides conceptual renderings of the Proposed Project as viewed from off airport property. Architectural features have been provided in keeping with City of Camarillo design and architectural guidelines for the Las Posas Road corridor. Lighting for the project would consist of building and parking lot security lighting as well as additional lighting at the aircraft ramps to allow for safe operations of arriving and departing aircraft. All lighting would be directed down to prevent light spillage from off the project site. Paint and exterior treatments would be primarily of non-glare, non-reflective material.

Construction Activity

Although the project site is primarily flat, it would require grading for site construction and drainage. Based on a preliminary geotechnical report, soil conditions would require the removal and re-compaction of the upper site soils for support of the proposed structures and apron (Advanced Geotechnical Services, Inc. [AGS] 2019). An estimated 8,430 cubic yards (cy) of cut and 1,686 cy of fill would be necessary with a net export of 6,744 cy. In addition, approximately 8,313 cy of existing pavement would be

²The Boeing Business Jet 737-800 has a wingspan of 34 meters and a length of almost 40 meters; the Gulfstream G650 has a wingspan and length of approximately 30 meters each (SKYbrary website 2019).

³ TDG (depicted by the numbers 1 through 6) relates to the undercarriage dimensions of the design aircraft. The TDG influences design elements such as taxiway width, taxiway edge safety margins, and taxiway shoulder width (FAA 2014, Advisory Circular 150/5300-13A, Airport Design)..



Street View Looking Southwest



Street View Looking Northwest



Source: JRMA Architects Engineers

removed and replaced with new pavement for an upgrade of the existing taxiway per the preliminary geotechnical report recommendations. All utility connections are readily available. No extensions of infrastructure off the project site would occur.

If the project is approved, construction is anticipated to begin in early 2020 and would occur for a duration of approximately ten months.

7. DISCRETIONARY ACTIONS AND LIST OF RESPONSIBLE AGENCIES

The discretionary action requested of the County of Ventura Board of Supervisors is project approval. The AMP prepared in July 2011 showed hangar development, conceptually, within the project area. This hangar development was planned for the intermediate term (i.e., years 6-10) of the AMP capital improvement program. The Proposed Project would not require an AMP amendment.

In addition to the above discretionary action, the County has a well-established set of procedures, project conditions, and permits that will be followed. For example, County approvals will include Zoning Clearance for Use Inauguration, site plan checks, grading plan approvals, and building permit inspections. The project will also be required to comply with all Ventura County Air Pollution Control District (VCAPCD) Rules and Regulations as a condition of the County approval process.

Project conditions will include the submission a drainage plan with hydrological and hydraulic calculations. Since the project will grade over one acre of land, a General Construction permit under the National Pollutant Discharge Elimination System (NPDES) program will be required per the *Clean Water Act* and applicable state water quality regulations. In addition, compliance with NPDES Municipal Stormwater Permit No. CAS004002 regarding post-construction requirements for surface water quality and stormwater runoff will be enforced by the Ventura County Watershed Protection District (VCWPD). Although the Proposed Project is not located within the Regulatory Floodway associated with the Camarillo Hills Drain, which includes a flood control levee, it is partially within an X-Shaded Zone (500-year floodplain). Therefore, a Floodplain Clearance is required from the Ventura County Public Works Agency Floodplain Manager prior to the issuance of a Zoning Clearance for Use Inauguration.

The City of Camarillo will provide oversight for vehicular access improvements **and all work within the public right-of-way** on Las Posas Road **through the City's Encroachment Permit process**. In addition, the Ventura County Watershed Protection District, Groundwater Section, requires a "will-serve" letter from the City of Camarillo stating that they can provide for the water needs related to the project.

Federal Aviation Administration (FAA) approval is also required for a revision to the Airport Layout Plan (ALP) to depict the driveway connection to Las Posas Road. The project will also be reviewed for airspace compliance through FAA's 7460 Airspace Obstruction process.

INITIAL STUDY CHECKLIST AND DISCUSSION OF RESPONSES

SECTION B

Initial Study Checklist and Discussion of Responses

The following analysis tiers off the Initial Study Checklist discussion provided in the Camarillo Airport's *Final Mitigated Negative Declaration and Initial Study for the Proposed Northeast Hangar Development* (Northeast Hangars MND/IS), adopted by the County of Ventura Board of Supervisors on September 27, 2016. The Northeast Hangars MND/IS can be reviewed or downloaded at: <https://www.ventura.org/camarillo-projects/>. The CloudNine hangar development (Proposed Project) was included at a programmatic level in that document. Therefore, the following discussion does not repeat the listing of policies and the cumulative analysis provided in the Northeast Hangars MND/IS. *Rather, the following discussion focuses on refinements to the previous analysis that are necessary to address project-specific details that were not available for the previous MND/IS.*

Based on the Mitigation Monitoring and Reporting Program (MMRP) for the previously approved Northeast Hangars MND/IS (**Appendix A**), the following mitigation measures are also required for the Cloud-Nine hangar development project:

- Provision of construction worker education training programs for nesting birds;
- Completion of burrowing owl habitat assessment and occupancy surveys;
- Avoidance of avian nesting seasons for site preparation, ground-disturbance, and construction activities or appropriate avoidance buffers;
- Implementation of a 100-foot construction buffer from drainage features and/or appropriate best management practices (BMPs);
- Completion of a project-specific geologic/geotechnical report to evaluate liquefaction potential and on-site soil conditions; and
- Payment of County traffic impact mitigation fees (TIMF).

The MMRP for this Proposed Project incorporates the applicable mitigation measures and can be found in **Appendix E** of this Final MND/IS.

INITIAL STUDY CHECKLIST

Issue	Project Impact Degree of Effect				Cumulative Impact Degree of Effect			
	N	LS	PS-M	PS	N	LS	PS-M	PS
Resources:								
1. Air Quality			X				X	
2. Water Resources								
a. Groundwater Quantity		X				X		
b. Groundwater Quality		X				X		
c. Surface Water Quantity		X				X		
d. Surface Water Quality		X				X		
3. Mineral Resources								
a. Aggregate	X				X			
b. Petroleum		X				X		
4. Biological Resources			X				X	
5. Agricultural Resources								
a. Soils	X				X			
b. Land Use Incompatibility	X				X			
6. Scenic Resources		X				X		
7. Paleontological Resources	X				X			
8. Cultural Resources								
a. Archaeological	X				X			
b. Historical	X				X			
c. Tribal Cultural Resources		X			X			
9. Coastal Beaches and Sand Dunes	X				X			
Hazards:								
10. Fault Rupture		X			X			
11. Ground Shaking		X			X			
12. Liquefaction			X		X			
13. Seiche and Tsunami		X			X			
14. Landslides/Mudslides	X				X			
15. Expansive Soils			X		X			
16. Subsidence			X		X			
17. Hydraulic Hazards								
a. Non-Federal Emergency Management (FEMA)		X				X		
b. FEMA		X				X		
18. Fire Hazards	X				X			
19. Aviation Hazards	X				X			
20. Hazardous Materials/Waste								
a. Hazardous Materials		X				X		
b. Hazardous Waste		X				X		
21. Noise and Vibration		X				X		
22. Daytime Glare		X			X			
23. Public Health	X				X			
24. Greenhouse Gases		X				X		

INITIAL STUDY CHECKLIST

Issue	Project Impact Degree of Effect				Cumulative Impact Degree of Effect			
	N	LS	PS-M	PS	N	LS	PS-M	PS
Land Use:								
25. Community Character		X				X		
26. Housing		X				X		
Public Facilities/Services:								
27. Transportation/Circulation								
a. Roads and Highways								
(1) Level of Service		X					X	
(2) Safety/Design of Public Roads		X				X		
(3) Safety/Design of Private Access	X				X			
(4) Tactical Access	X				X			
b. Pedestrian/Bicycle		X				X		
c. Bus Transit	X				X			
d. Railroads	X				X			
e. Airports	X				X			
f. Harbors	X				X			
g. Pipelines	X				X			
28. Water Supply								
a. Quality	X				X			
b. Quantity		X				X		
c. Fire Flow	X				X			
29. Water Treatment/Disposal								
a. Individual Sewage Disposal System	X				X			
b. Sewage Collection/Treatment Facilities	X				X			
c. Solid Waste Management		X				X		
d. Solid Waste Facilities	X				X			
30. Utilities	X				X			
31. Flood Control/Drainage								
a. VCWPD Facilities/Watercourses		X				X		
b. Other Facilities/Watercourses	X				X			
32. Law Enforcement/Emergency Services	X				X			
33. Fire Protection								
a. Distance/Response Time	X				X			
b. Personnel/Equipment/Facilities	X				X			
34. Education								
a. Schools	X				X			
b. Libraries	X				X			
35. Recreation	X				X			

Degree of Effect: N = No Impact; LS = Less than Significant; PS-M = Potentially Significant Impact unless Mitigation Incorporated; PS = Potentially Significant Impact

VCWPD = Ventura County Watershed Protection District

1. AIR QUALITY

Threshold of Significance Criteria

In accordance with the Ventura County General Plan and the Ventura County Administrative Supplement to the *California Environmental Quality Act* (CEQA) Guidelines, all County agencies, departments, and special districts shall utilize the air quality assessment guidelines as adopted and periodically updated by the Ventura County Air Pollution Control District (VCAPCD). The current VCAPCD guidelines have established the following significance thresholds:

- 25 pounds (lbs) per day of reactive organic compounds (ROC); and
- 25 lbs per day of oxides of nitrogen (NO_x).

Impact Analysis

Potentially Significant unless Mitigation Incorporated. To quantify air pollutant emissions from the Proposed Project's construction activity, a construction emissions inventory was prepared using the California Emissions Estimator Model (CalEEMod) version 2016.3.2. The CalEEMod software model, published by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with various California air districts, estimates construction and operational emissions. For construction, the CalEEMod software estimates on-road vehicle emissions, such as those from dump trucks or light-duty work trucks, and off-road vehicle emissions, such as heavy construction equipment. The modeling results also include emissions resulting from earthmoving (e.g., grading and site preparation) and building construction. CalEEMod inputs for worker trips, haul trips, equipment activity, disturbed ground surface area, and material quantities are based on engineering estimates (where available) and the construction schedule discussed below (based on a five-day work week).

- Site preparation - 2 weeks
- Rough grading/excavation - 10 weeks
- Building shell construction - 22 weeks
- Final grading/paving/architectural coatings - 6 weeks

Aircraft storage hangars are not included in CalEEMod; therefore, construction of the hangars is represented by the default values of a warehouse facility with the same square footage as the proposed hangars. General office buildings and parking lots are included in CalEEMod, and the default values were used for the modeling of construction-related emissions.

CalEEMod also includes emissions factors for passenger vehicles and trips associated with the ongoing use of the project site. For this analysis, operational vehicle activity associated with the proposed improvements was modeled using average daily trip (ADT) information provided in the Transportation and Circulation discussion (#27.a.1). In both cases (construction and operation), CalEEMod includes emissions factors that are adjusted to local climatic conditions in the area overseen by VCAPCD. Detailed information regarding the CalEEMod inputs, as well as the CalEEMod printouts, are in **Appendix B**.

Federal Aviation Administration's (FAA) Aviation Environmental Design Tool (AEDT), which is their preferred method of calculating aircraft operational emissions inventories for airport and related aviation projects, was used to estimate aircraft emissions that are anticipated to occur due to the Proposed Project. The software provides noise characteristics, standard flight profiles, and manufacturer-supplied flight procedures for aircraft within the United States (U.S.) civil and military fleets, including those which commonly operate at Camarillo Airport (airport). As each aircraft has different design and operating characteristics (number and type of engines, weight, and thrust levels), each aircraft emits different pollutant emission levels.

Construction Emissions. As shown in **Table B1**, based on the results of the air pollutant emissions modeling, the Proposed Project's ROC construction emissions will not exceed the 25 lbs per day threshold in the Unmitigated scenario. NO_x construction emissions, however, will exceed the 25 lbs per day threshold in the Unmitigated scenario. CalEEMod allows the user to calculate air pollutant emissions with specific mitigation measures. Specifically, the user may specify the "Tier," as defined by the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB), met by equipment used in construction of the project. The USEPA's Tier system is used to establish new emission standards and fuel requirements for motor vehicles and motor vehicle fuels. CARB coordinates with USEPA and adopts similar standards for fuel and motor vehicles. The current emissions standards are identified as Tier 4 and were phased in between 2008 and 2015.

For the Mitigated scenario, it is assumed that all off-road construction equipment greater than 50 horsepower (hp) shall meet Tier 4 emission standards, where available. The mitigated construction emissions results are also shown in **Table B1**. As indicated in the table, the proposed mitigation will decrease the NO_x emissions to a level below the threshold (i.e., 11.74 lbs per day).

TABLE B1				
Project Construction Emissions – Maximum Pounds Per Day (lbs/day)				
	Unmitigated		Mitigated	
Pollutant	ROC	NO_x	ROC	NO_x
Pounds Per Day	4.14	42.46	1.25	11.74
Threshold	25 lbs/day	25 lbs/day	25 lbs/day	25 lbs/day
Exceeds Threshold	No	Yes	No	No

Source: Coffman Associates analysis (**Appendix B**)

ROC = reactive organic compounds; NO_x = oxides of nitrogen

Operational Emissions. **Table B2** summarizes the operational emissions calculated for the Proposed Project. The table includes the net increase in aircraft operational emissions anticipated due to the Proposed Project, which is determined by subtracting Existing Condition emissions from the total Proposed Project emissions. As aircraft will continue to operate at the airport with or without the Proposed Project, the net increase is only those emissions directly associated with additional aircraft that could be accommodated by the Proposed Project. Additionally, other operational emissions associated with the Proposed Project include area emissions (landscaping, maintenance coating, consumer products), vehicular emissions, and energy emissions (natural gas utilities). These two values (net aircraft emissions and other operational emissions) are combined for the total Proposed Project operational emissions value for comparison to the VCAPCD thresholds.

As shown in the table, based on the results of the air pollutant emissions modeling, Proposed Project operational ROC and NO_x emissions do not exceed the 25 lbs per day threshold in the current VCAPCD guidelines. No mitigation for operational air quality impacts are necessary.

TABLE B2 Project Operational Emissions – Pounds Per Day (lbs/day)		
Pollutant	ROC	NO_x
Proposed Project Aircraft Emissions	30.08	54.45
Less Existing Condition Aircraft Emissions	(29.57)	(35.78)
Proposed Project Aircraft Net Emissions ¹	0.51	18.67
Proposed Project Other Operational Emissions (area, vehicular, and energy)	4.18	2.20
Total Proposed Project Operational Emissions	4.69	20.87
Threshold	25 lbs/day	25 lbs/day
Exceeds Threshold	No	No

¹ As aircraft will continue to operate at the airport with or without the Proposed Project, the net increase isolates those emissions directly associated with the Proposed Project.

Source: Coffman Associates analysis (**Appendix B**)

ROC = reactive organic compounds; NO_x = oxides of nitrogen

Mitigation Measures

1. All off-road construction equipment greater than 50 hp shall meet Tier 4 emission standards, where available, to reduce ROC and NO_x emissions at the project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB to the maximum feasible extent. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified Tier specification, BACT documentation, and CARB or VCAPCD operating permit shall be provided.
2. The project shall comply with the provisions of the applicable VCAPCD Rules and Regulations, including but not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust) and Section 7.4.3 of the *Ventura County Air Quality Assessment Guidelines* (2003) to minimize fugitive dust, particulate matter, and the creation of ozone precursor emissions that may result during construction of the Proposed Project as follows:
 - The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust;
 - Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water should penetrate sufficiently to minimize fugitive dust during grading activities;
 - All trucks shall cover their loads as required by California Vehicle Code §23114;

- Fugitive dust throughout the construction site shall be controlled using a watering truck or equivalent means (except during and immediately after rainfall). Water shall be applied to all unpaved roads, unpaved parking areas or staging areas, and active portions of the construction site. Environmentally safe dust control agents may be used in lieu of watering;
- Signs shall be posted on-site limiting traffic to 15 miles per hour or less;
- All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties). During periods of high winds, all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site;
- Construction equipment shall not have visible emissions, except when under load;
- Construction equipment shall not idle for more than five (5) consecutive minutes. The idling limit does not apply to: (1) idling when queuing; (2) idling to verify that the vehicle is in safe operating condition; (3) idling for testing, servicing, repairing or diagnostic purposes; (4) idling necessary to accomplish work for which the vehicle was designed (such as operating a crane); (5) idling required to bring the machine system to operating temperature; and (6) idling necessary to ensure safe operation of the vehicle; and
- Signs displaying the VCAPCD Complaint Line Telephone number for public complaints shall be posted in a prominent location visible to the public off the site: (805) 645-1400 during business hours and (805) 654-2797 after hours.

2. WATER RESOURCES

a. Groundwater Quantity

Threshold of Significance Criteria

Threshold of significance criteria for determining if a land use or project activity has the potential to cause a significant adverse impact upon groundwater resources in itself or on a cumulative basis include, but are not limited to:

1. Any land use or project that will directly or indirectly decrease, either individually or cumulatively, the net quantity of groundwater in a groundwater basin that is overdrafted or creates an overdrafted groundwater basin shall be considered to have a significant groundwater quantity impact.

(Continued)

2. In groundwater basins that are not overdrafted or are not in hydrologic continuity with an overdrafted basin, net groundwater extraction that will individually or cumulatively cause overdrafted basin(s) shall be considered to have a significant groundwater quantity impact.
3. In areas where the groundwater basin and/or hydrologic unit condition is not well known or documented and there is evidence of overdraft based upon declining water levels in a well or wells, any proposed net increase in groundwater extraction from that groundwater basin and/or hydrologic unit shall be considered to cause a significant groundwater quantity impact until such time as reliable studies determine otherwise.
4. Regardless of items 1-3 above, any land use or project which would result in 1.0 acre-feet, or less, of net annual increase in groundwater extraction is not considered to have a significant project or cumulative impact on groundwater quantity.
5. General Plan Goals and Policies – Any project that is inconsistent with any of the policies or development standards relating to *groundwater quantity* of the *Ventura County General Plan Goals, Policies and Programs* may result in a significant environmental impact. Since the airport is located within the City of Camarillo (City) limits, City ordinances and policies regarding water usage are also applicable.

Impact Analysis

Less than Significant. Water for the Proposed Project will be obtained from the City, which gets part of its water from groundwater resources (i.e., the Fox Canyon Aquifer System). However, for new water service to be approved, new developments must prepare a water impact study which demonstrates that the Proposed Project will not create a new demand on the City's water system. A combination of water conservation measures and other City-required methods will offset the Proposed Project's water use. The project will not result in a 1.0-acre-foot increase in groundwater extraction and is consistent with applicable County General Plan policies and the Watersheds Coalition of Ventura County's *2014 Integrated Regional Water Management Plan* (IRWMP) goals. Therefore, both project-specific and cumulative impacts to groundwater quantity are less than significant.

b. Groundwater Quality

Threshold of Significance Criteria

Threshold of significance criteria for determining if a land use or project activity has the potential to cause a significant adverse impact upon groundwater quality in itself or on a cumulative basis include, but are not limited to:

1. Any land use or project that will directly or indirectly decrease, either individually or cumulatively, the net quality of groundwater and cause the groundwater to exceed groundwater quality objectives set by the Basin Plan shall be considered to have a significant impact.

(Continued)

2. A land use or project shall be considered to have a significant impact on groundwater quality where there is evidence that the proposed land use or project could cause the quality of groundwater to fail to meet the groundwater quality objectives set by the Basin Plan. This finding of a potential significant groundwater quality impact shall remain until such time as reliable studies determine otherwise.
3. Any land use or project that proposes the use of groundwater in any capacity and is located within two miles of the boundary of a former or current test site for rocket engines.
4. General Plan Goals and Policies – Any project that is inconsistent with any of the policies or development standards relating to *groundwater quality* of the *Ventura County General Plan Goals, Policies and Programs* may result in a significant environmental impact. Since the airport is located within the City of Camarillo's City limits, City goals and objectives regarding groundwater quality are also applicable.

Impact Analysis

Less than Significant. The project's only use of groundwater is via the City's approved water suppliers. All project runoff will be directed to the Camarillo Hills Drain (see discussion for #2d below).

c. Surface Water Quantity

Threshold of Significance Criteria

Threshold of significance criteria for determining if a land use or project activity has the potential to cause a significant adverse impact upon surface water quantity in itself or on a cumulative basis include, but are not limited to:

1. Any project that will increase surface water consumptive use (demand), either individually or cumulatively, in a fully appropriated stream reach as designated by the State Water Resources Control Board or where unappropriated surface water is unavailable, shall be considered to have a significant adverse impact on surface water quantity.
2. Any project that will increase surface water consumptive use (demand), including but not limited to diversion or dewatering downstream reaches, either individually or cumulatively, resulting in an adverse impact to one or more of the beneficial uses listed in the Basin Plan, is considered a significant adverse impact.
3. General Plan Goals and Policies – Any project that is inconsistent with any of the policies or development standards relating to *surface water quantity* of the *Ventura County General Plan Goals, Policies and Programs* may result in a significant environmental impact. Since the airport is located within the City of Camarillo's City limits, City goals and objectives regarding surface water quantity are also applicable.

(Continued)

In addition, in accordance with the Ventura County Water Protection District (VCWPD) Ordinance W-2 (effective October 10, 2013), the project may not impede or alter the characteristics of the flow of water running in any jurisdictional red line channel or establish any new drainage connection to a VCWPD jurisdictional channel without first obtaining a written Watercourse or Encroachment permit. This includes any activity in, on, over, under, or across the channel bed and banks of the Camarillo Hills Drain and the Pleasant Valley Road Drain. It is the VCWPD's standard that the runoff peak flow after development shall not exceed the peak flow under existing conditions for any frequency of event due to any increase in impervious areas (i.e., on-site detention/retention is required).

Impact Analysis

Less than Significant. The Proposed Project will not create a demand for surface water as water for the Proposed Project will be obtained from the City. Proposed drainage for the project will be collected and conveyed to an underground detention feature designed to store the excess runoff volume caused by the increase in impervious cover occurring due to the proposed site improvements. The post-development runoff flows will be the same as the pre-development levels. A proposed connection to the Camarillo Hills Drain will meet all requirements of the VCWPD, including required plans and hydrology study.

d. Surface Water Quality

Threshold of Significance Criteria

Threshold of significance criteria for determining if a land use or project activity has the potential to cause a significant adverse impact upon surface water quality individually or cumulatively when combined with recently approved, current, and/or reasonably foreseeable future projects, include, but are not limited to:

1. Any land use or project that is expected to individually or cumulatively degrade the quality of surface water causing it to exceed water quality objectives contained in Chapter 3 of the Basin Plan.
2. Any land use or project development that directly or indirectly causes stormwater quality to exceed water quality objectives or standards in the applicable MS4 (Municipal Separate Storm Sewer System) permit or any other NPDES (National Pollutant Discharge Elimination System) permits.

Impact Analysis

Less than Significant. The Proposed Project will create approximately seven acres of new impervious surfaces (i.e., buildings and pavement) in the northeast corner of the airport. This will result in increased stormwater runoff and the amount of surface oils and other pollutants that are carried in stormwater runoff when compared to what occurs under existing conditions. Construction activities could also result in temporary water quality impacts.

To minimize project impacts during construction, BMPs will be employed by the contractor and include temporary measures to control water pollution, soil erosion, and siltation through berms, fiber mats, gravels, mulches, slope drains, and other erosion control methods. Requirements of the state's General Construction Stormwater Permit (No. CAS000002) will be met and will include a construction-related stormwater pollution prevention plan (SWPPP).

The proposed drainage design also includes BMPs to improve water quality and mitigate potential water quality impacts caused by land development. To ensure compliance with the Los Angeles Regional Water Quality Control Board's (RWQCB) NPDES Municipal Stormwater Permit for Ventura County (No. CAS004002), the Proposed Project will be subject to post-construction requirements for surface water quality and stormwater runoff. This includes performance criteria defined in Section III, Part 4.E, "Planning and Land Development Program" of the Municipal Stormwater Permit, as well as the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures* (County TGM) (County of Ventura 2011b). The airport is also required to comply with the requirements of the state's NPDES General Industrial Stormwater Permit (No. CAS000001).

The following conditions of approval will be required by both the County Department of Airports and the VCWPD and will ensure that both project-specific and cumulative impacts to surface water quality are less than significant:

- All refueling, maintenance, and staging of equipment and vehicles shall occur at least 100 feet from drainage features, and not in a location from where a spill would drain directly toward drainage features. If staging of equipment is required within 100 feet of a drainage feature, appropriate BMPs (e.g., straw wattles, silt fencing) shall be installed between the stage equipment and the drainage and maintained until construction is complete and staging areas are restored. Appropriate spill prevention and cleanup kits shall be readily available on-site, and any accidental spills shall be promptly cleaned up.
- The Applicant shall meet the requirements of the NPDES permitting program and VCWPD by submitting the documentation required by the VCWPD, Water & Environmental Resources Division;
- The Proposed Project shall meet performance criteria defined in Section III, Part 4.E of the Los Angeles RWQCB NPDES Municipal Stormwater Permit (No. CAS004002) and the County TGM (2011);
- The Applicant shall provide a Maintenance Plan and annual verification of ongoing maintenance provisions for the required Post-Construction Stormwater Management Plan (PCSMP) controls in accordance with the Los Angeles RWQCB NPDES Municipal Stormwater Permit (No. CAS004002) Part 4.E and the County TGM;
- The construction of the Proposed Project shall meet requirements contained in Part 4.F, "Development Construction Program" of the Los Angeles RWQCB NPDES Municipal Stormwater Permit (No. CAS004002) through the inclusion of effective implementation of the construction BMPs during all ground disturbance activities;

- The Applicant shall properly file all compliance documents required under the state's General Construction Stormwater Permit (No. CAS000002); and
- The Applicant shall properly file all compliance documents required under the state's NPDES General Industrial Stormwater Permit (No. CAS000001).

3. MINERAL RESOURCES

a. Aggregate

Threshold of Significance Criteria

1. Any land use or project activity which is proposed to be located on or immediately adjacent to land with an MRP (Mineral Resources Protection) overlay zone, or adjacent to a principal access road to an existing aggregate Conditional Use Permit (CUP), and which has the potential to hamper or preclude extraction of or access to the aggregate resources, shall be considered to have a significant adverse impact on the environment.
2. A project would have a cumulative impact on aggregate resources if, when considered with other pending and recently approved projects in the area, hampers or precludes extraction or access to identified resources.

Impact Analysis

No Impact. *No change to the previous Northeast Hangars MND/IS analysis is necessary.* The Proposed Project is located solely within the boundaries of the airport. There are no lands within the County MRP overlay zone in proximity to the airport. There are no known extraction sites for aggregate resources or areas mapped on the County's Aggregate Resources Map (County of Ventura 2019a: Figure 1.4.1) occurring in the project area.

b. Petroleum

Threshold of Significance Criteria

Determinations of significance require a case-by-case determination based on the type of land use being requested and its location relative to petroleum resource areas and CUPs. Generally,

1. Any land use that is proposed to be located on or immediately adjacent to any known petroleum resource area, or adjacent to a principal access road to an existing petroleum CUP, has the potential to hamper or preclude access to petroleum resources.

(Continued)

2. If the subject property is not located on or adjacent to land located in an oil field or containing an oil extraction CUP, then the project would not cause a significant impact on the **extraction of** oil resources. If the subject property is located on or adjacent to land located in an oil field or containing an oil extraction CUP, then the State Division of Oil and Gas Regulation should be consulted for their review of the project application.
3. If the subject property is not located adjacent to a road used as a principal means of access to an existing CUP for oil extraction, and the proposed use is not sensitive to the effects of truck traffic to and from the oil CUP, then the project would not cause a significant impact on **access to** oil resources.

Impact Analysis

Less than Significant. No change to the previous Northeast Hangars MND/IS analysis is necessary. The airport is located within an area identified by the County as a petroleum field on the County's Petroleum Resources Map (County of Ventura 2019a: Figure 1.4.7). However, no petroleum extraction occurs within airport property.

4. BIOLOGICAL RESOURCES

Threshold of Significance Criteria

Since the project site contains only disturbed habitat located on an active airport, the airport is fenced and deters wildlife movement across the airport for safety purposes, and the only known special-status species to occur on the site are birds protected under the *Migratory Bird Treaty Act* (MBTA) and/or listed as California Species of Special Concern (SSC), the following thresholds of significance are the only ones applicable to the Proposed Project:

Species Thresholds. The following type of impact would be considered potentially significant:

- "Take" of birds protected under the California Fish and Wildlife Code (§§ 3503.5, 3511, and 3513) and the federal MBTA, as defined in these regulations.

Waters and Wetlands Thresholds. The following type of impact would be considered potentially significant:

- The project does not provide an adequate buffer for protecting the functions and values of existing waters or wetlands. The buffer is measured from the top-of-bank or edge of wetland or riparian habitat, whichever is greater. Ventura County Policy 1.5.2-4 requires a minimum buffer of 100 feet from significant wetland habitat.

Impact Analysis

Potentially Significant unless Mitigation Incorporated. No change to the previous Northeast Hangars MND/IS analysis is necessary. The project area is approximately 83 feet above mean sea level (msl) with relatively flat topography and little native vegetation. Within the project site, there is a patch of annual brome grassland in a shallow swale; the remainder of the project site is ruderal or paved. Plant species observed in ruderal areas are essentially the same as those observed in the annual brome grassland. However, the vegetation is more sporadic and much of the ruderal area consists of bare dirt.

The biological resources survey report information for special-status species of concern for the proposed Northeast Hangar MND/IS (SWCA Environmental Consultants [SWCA] 2016) was updated in November 2018 using the Information for Planning and Consultation (IPaC) species list from the United States Fish and Wildlife Service (USFWS) database (USFWS website 2018) (**Appendix C**). No additional special-status species, other than those addressed in the Northeast Hangar MND/IS, are likely to occur on the project site. The project area has been used for the storage of cars for the past several years, which has made the project site unattractive for biological resources.

Species. Migratory bird species may nest and forage within the project site. Burrowing owl (*Athene cunicularia*), a California SSC, has the potential to forage within the project site during the winter months. However, no evidence of burrow occupation was observed during the August 2015 field survey, and the project site contains only marginal habitat due to its disturbed nature. The project area has been used for the storage of cars in the recent past, which has made the project site unavailable for burrowing owl use. The most recent burrowing owl survey in the project area was completed in December 2017 through January 2018. No burrowing owls were observed within the project area during the survey (Stantec Consulting Services, Inc. 2018).

California horned lark (*Eremophila alpestris actia*) was not observed during the August 2015 field survey, but suitable foraging and nesting habitat (i.e., short grass prairies, coastal plains, and fallow fields) is present within the project area. The habitat is, however, only marginal due to its disturbed nature. Again, the project area has been used for the storage of cars for the past several years, which has made the project site unavailable as foraging or nesting habitat for California horned lark.

Since the removal of the cars from the project area, the area may eventually be reused by migratory birds. Individual birds nesting in burrows (e.g., burrowing owl) or grassland habitat (e.g., California horned lark) may be directly affected by ground disturbance and construction activities due to construction vehicle movements, vibrations, or noise, which could result in nest abandonment, potentially significant impacts could occur to individual birds resulting in “take” under the California Fish and Wildlife Code or the federal MBTA. Therefore, preconstruction surveys for birds protected by the MBTA and the state using prescribed survey protocols continue to be incorporated into the Proposed Project as mitigation.

Although development of the hangar project will remove some potential burrow, nesting, or foraging habitat for avian species such as the burrowing owl and California horned lark, the areas to be developed

are of poor quality for foraging and nesting due to proximity to ongoing airport operations and maintenance. Vast areas of significantly higher quality habitat are present in the larger Camarillo area, and even on the airport itself. Therefore, the Proposed Project's cumulative adverse effects on special-status species habitat will also be less than significant with mitigation incorporated.

Waters and Wetlands. No direct impacts to wetlands (or other jurisdictional waters) will occur as a result of the Proposed Project, which will be located more than 100 feet from the nearest wetlands, consistent with Policy 1.5.2-4 of the County General Plan. However, accidental spills of hazardous materials, such as fuel, could result in indirect impacts to potential wetlands if allowed to flow into the Camarillo Hills Drain. Therefore, mitigation related to construction activities has been incorporated into the project. See also the required conditions of approval related to surface water quality impacts in the Surface Water Quality discussion (#2d).

Mitigation Measures

The following avoidance and minimization measures will reduce potential direct or indirect impacts to federally protected or other special-status species or sensitive habitat to a level that is less than significant:

1. Prior to grading and/or construction activities, and during mobilization, all personnel associated with the project shall attend a worker education training program, conducted by a qualified biologist, to avoid or reduce impacts on sensitive biological resources, including nesting birds.
2. A habitat assessment (and potential breeding and/or non-breeding season surveys) for burrowing owl is recommended per the *Staff Report on Burrowing Owl Mitigation* (California Fish and Wildlife [CDFW] 2012), including the following:
 - a. **Habitat Assessment Survey:** a qualified biologist shall conduct a site visit of entire project area and surrounding vicinity within approximately 500 feet to identify suitable habitat (i.e., burrows) and sign of burrowing owl presence or use, and to determine the need for subsequent occupancy surveys. It is recommended that the habitat assessment survey be conducted approximately one year prior to construction to allow sufficient time to complete occupancy surveys, if required.
 - b. **Occupancy Surveys:** If suitable habitat/burrows or signs of use are identified, a qualified biologist shall conduct occupancy surveys (described below) to determine presence of burrowing owls in the project area and surrounding vicinity and to establish suitable avoidance or mitigation recommendations (e.g., avoidance buffers, passive relocation if approved by CDFW). The habitat assessment survey may be counted as one of the occupancy surveys.
 - i. **Breeding season surveys:** If suitable habitat is identified, a qualified biologist shall conduct four (4) survey visits. At least one site visit shall be conducted between February 15 and April 15. A minimum of three additional survey visits, at least three weeks apart, shall be conducted between April 15 and July 15, with at least one visit after June 15.

- ii. Non-breeding season surveys: If suitable habitat is identified, a qualified biologist shall conduct four (4) occupancy surveys spread evenly throughout the non-breeding season (September 1- January 31).
3. To the maximum extent possible, site preparation, ground-disturbing, and construction activities shall be conducted outside of the avian nesting season (February 1-August 31). If such activities are required during this period, a qualified biologist shall conduct preconstruction nesting bird surveys to verify that migratory birds (including burrowing owl) are not actively nesting within the site or within areas that could be impacted by construction activities (typically 50 feet for passerines or 250 feet for raptors). If nesting activity is detected, the following measures shall be implemented:
 - a. The project shall be modified as necessary to avoid direct take of identified nests, eggs, and/or young protected under the MBTA; and/or,
 - b. The biologist shall establish an avoidance buffer around active nest sites (up to 500 feet, to be designated and adjusted by the biological monitor). Construction activities within the established buffer zone shall be prohibited until the young have fledged the nest and achieved independence.
4. All refueling, maintenance, and staging of equipment and vehicles shall occur at least 100 feet from drainage features, and not in a location from where a spill would drain directly toward drainage features. If staging of equipment is required within 100 feet of a drainage feature, appropriate BMPs (e.g., straw wattles, silt fencing) shall be installed between the stage equipment and the drainage and maintained until construction is complete and staging areas are restored. Appropriate spill prevention and cleanup kits shall be readily available on-site, and any accidental spills shall be promptly cleaned up.

5. AGRICULTURAL RESOURCES

a. Soils

Threshold of Significance Criteria

Any project that would result in the direct and/or indirect loss of agricultural soils meeting or exceeding the following criteria will be considered as having a significant project impact:

All General Plan land use designations other than Agricultural or Open Space/Rural:

- Prime/Statewide: 20 acres
- Unique: 30 acres
- Local: 40 acres

Any project that would result in the direct and/or indirect loss of soils designated as Prime, Statewide Importance, Unique or Local Importance will have a contribution to a significant cumulative impact.

Impact Analysis

No Impact. No change to the previous Northeast Hangars MND/IS analysis is necessary. The airport is not included within the County's Important Farmland Inventory because it is located within the City. The airport is also shown as Urban and Built-Up Land on the State Department of Conservation's Important Farmland Map (California Department of Conservation [CDC] 2014) and is designated as Public on the City's General Plan Land Use Map (City of Camarillo 2017). The airport is zoned by the City as M-1, Light Manufacturing.

b. Land Use Incompatibility

Threshold of Significance Criteria

Any land use or project that is not defined as Agriculture or Agricultural Operations in the zoning ordinances will be evaluated for effects on adjacent *classified farmland*. Analysis is based on the distance between new non-agricultural structures or uses and any common lot boundary line adjacent to off-site classified farmland. Any project that is closer than the distances set forth below will be considered to have a potentially significant environmental effect on agricultural resources, unless justification exists for a waiver or deviation from these distances:

Distance from Non-Agricultural Structure or Use and Common Boundary Line Adjacent to Classified Farmland:

- Without vegetative screening: 300 feet
- With vegetative screening: 150 feet

Impact Analysis

No Impact. No change to the previous Northeast Hangars MND/IS analysis is necessary. The Proposed Project is located on the northeast corner of the airport and does not share a common lot line with farmland. The closest farmland mapped by the County on its Important Farmland Inventory is located approximately 1,500 feet southeast of the project site on the northeast corner of Las Posas and Pleasant Valley Roads (County of Ventura 2019a: Figure 1.6.2).

6. SCENIC RESOURCES

Threshold of Significance Criteria

While City design guidelines are not necessarily applicable to on-airport development projects, the Proposed Project has been evaluated based on its consistency with the City's overall objectives for two scenic corridors (i.e., Las Posas and Pleasant Valley Roads):

(Continued)

- Objective SC-1.1: Enhance existing view corridors along scenic corridors. Maintain the visual quality and scenic views along designated corridors.
- Objective SC-1.2: Ensure that development is sited and designed to protect scenic corridors and open space/landscape areas, blending man-made and man-introduced features with the natural environment.

Impact Analysis

Less than Significant. Potential visual and lighting impacts of the Proposed Project have been evaluated using the City's scenic corridor objectives identified above, as well as in relation to surrounding land uses within the City. The Proposed Project will not be visible from Pleasant Valley Road or other areas within the unincorporated County.

Construction of the proposed hangars will introduce building security lighting within the northeast part of the airport; no other changes to lighting at the airport will occur. The closest off-airport land uses to the site are commercial and office development located approximately 300 to 450 feet north of the project site along Ventura Boulevard. No land uses sensitive to lighting are in proximity to the project area.

The proposed hangar project will place a hangar and attached office building immediately west of Las Posas Road (Hangar Virga, Exhibit A3). The Proposed Project's frontage along the road is approximately 500 feet. Additional hangar/office buildings will be further west of Hangar Virga. The Applicant has worked with the City to produce an aesthetically pleasing development that will meet the intent of the City's design guidelines. Landscaping, sidewalks, and building architectural treatments are proposed (Exhibit A5). Thus, no inconsistencies with the City's Community Design objectives for the scenic corridor along Las Posas Road will occur (City of Camarillo 2012).

The Proposed Project will not create cumulatively significant impacts to scenic resources. The City's Community Design objectives are also incorporated into other development projects along Las Posas Road within the City's jurisdiction.

7. PALEONTOLOGICAL RESOURCES

Threshold of Significance Criteria

The geologic formation in which proposed projects would be located can be used to establish the likelihood of paleontological resources being present and their relative importance. Based on the ranking of geologic formations relative to paleontological importance in Ventura County, the following are ranked as having a high to low importance:

(Continued)

- High Importance: Santa Susana, Lajas, Sespe, and Saugus Formations
- Moderate to High Importance: Las Posas Sand, Vaqueros Sandstone, and Pico Formations
- Moderate Importance: Monterey, Topanga Group, Chatsworth, Caliente, Sisquoc, and Santa Margarita Formations
- Low Importance: Quatal, Lockwood Clay, Plush Ranch, Rincon Shale, Coldwater Sandstone, Cozy Dell Shale, Matiliga Sandstone, Juncal, Towsley, Castaic, and Conejo Volcanic Formations

For the purposes of paleontological resources, the project area is defined as only the area of the property that is disturbed by, or during the construction of, the proposed project. Direct impacts to fossil sites, include grading and excavation of fossiliferous rock, which can result in the loss of scientifically important fossil specimens and associated geological data. Indirect impacts include increased access opportunities and unauthorized collection of fossil materials from valuable sites. Cumulative impacts include all projects which contribute to the progressive loss of exposed rock in Ventura County that can be studied and prospected for fossil remains.

Impact Analysis

No Impact. *No change to the previous Northeast Hangars MND/IS analysis is necessary.* Based on the United States Geological Survey (USGS) Geologic Map of the Camarillo 7.5' Quadrangle (2004), the project site, as well as most of the airport, is underlain by alluvial fan deposits of the Holocene geologic age. These deposits are composed of moderately to poorly sorted and moderately to poorly bedded sandy clay with some silt and gravel. They are not listed as having a potential for paleontological deposits, as listed above.

8. CULTURAL RESOURCES

a. Archaeological

Threshold of Significance Criteria

An archaeological site may be considered an historical resource if it is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California (Public Resources Code [PRC] §5020.1[j]), or if it meets the criteria for listing on the California Register of Historic Resources (CRHR) (14 California Code of Regulations [CCR] §4850).

If an archaeological site is an historical resource (i.e., listed or eligible for listing in the CRHR), potential adverse impact to it must be considered, just as for any other historical resource (PRC §21084.1 and §21083.2[l]).

(Continued)

If an archaeological site is not an historical resource but meets the definition of a “unique archaeological resource” as defined in PRC §21083.2, then it should be treated in accordance with the provisions of that section.”

CEQA requires protection of *unique archaeological resources* that may be damaged or destroyed by a development project. A project that may cause a substantial adverse change in significance of an archaeological resource is a project that may have a significant effect on the environment. Substantial adverse change means demolition, relocation, or alteration such that the significance of an archaeological resource would be impaired (PRC §5020[q]). (See ISAG for further definition of impairment.)

Impact Analysis

No Impact. *No change to the previous Northeast Hangars MND/IS analysis is necessary.* In August 2015, a qualified archaeologist conducted a cultural resource records search and intensive pedestrian field survey to determine the presence or lack of cultural resources within the airport’s Northeast Hangar Project’s Area of Potential Effect (APE), which included the Proposed Project site (**Exhibit B1**). Based on the findings of this study, no cultural resources were identified within or adjacent to the APE. The APE was previously disturbed during development of the airport, and approximately 25 percent of the APE is paved or built over.

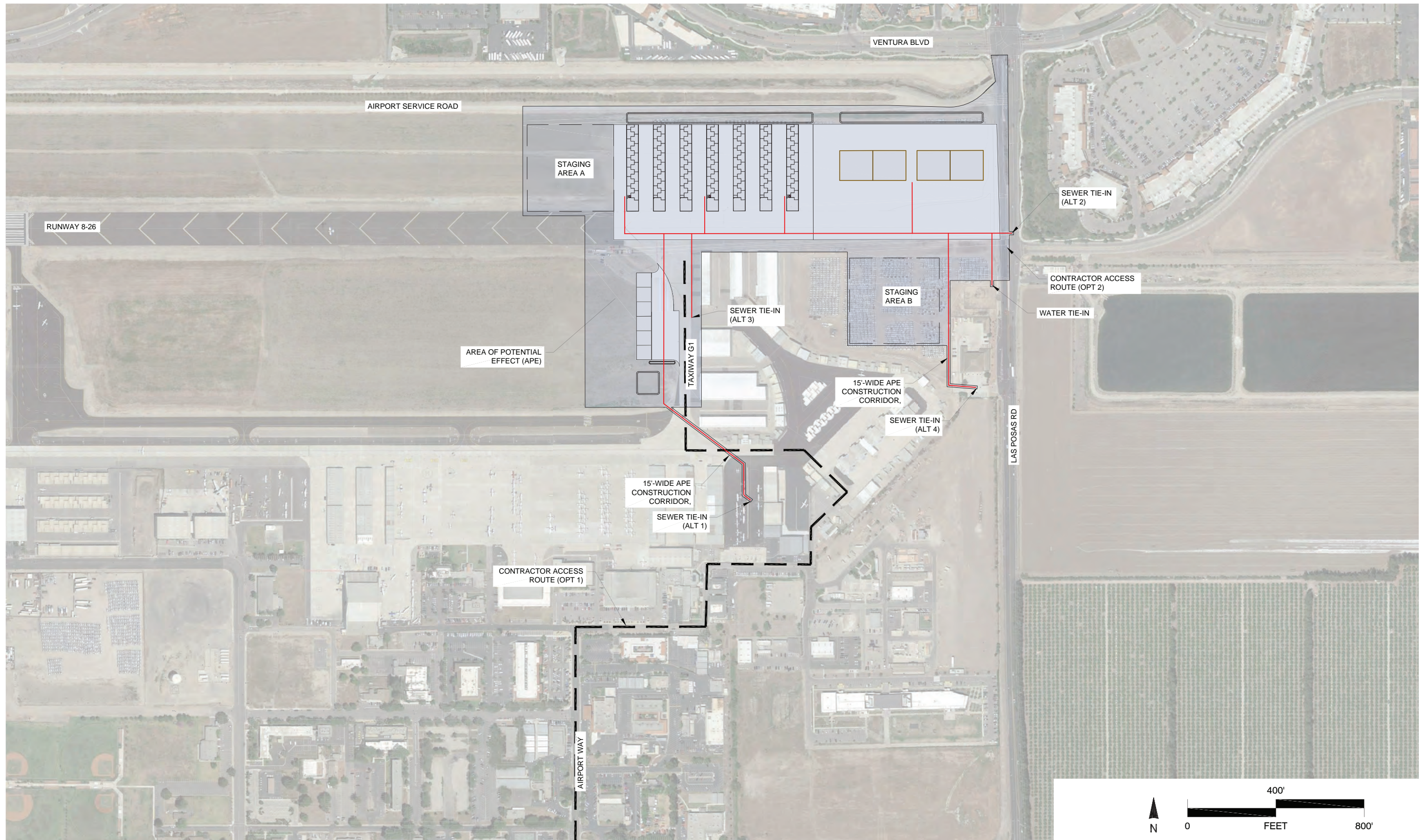
The resultant cultural resources survey report is on file with the County Department of Airports and the South-Central Coast Information Center at California State University, Fullerton (SWCA 2015). The report recommends a finding of “no historic properties affected” (under Section 106 of the *National Historic Preservation Act*) and “no substantial adverse change to historical resources” (under CEQA) for the project.

Per state and federal regulations, in the event that cultural resources are exposed during project implementation, work will stop in the immediate vicinity, and an archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards (National Park Service 1983) will be retained to evaluate the find and recommend relevant mitigation measures.

b. Historical

Threshold of Significance Criteria

A project with an effect that may cause a substantial adverse change in the *mandatory significance, presumptive significance* or *discretionary significance* of an *historical resource* is a project that may have a significant effect on the environment. Substantial adverse change in the significance of an *historical resource* means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an *historic resource* would be materially *impaired* (CEQA Guidelines §15064.5). (See ISAG for definitions of *mandatory significance, presumptive significance, discretionary significance*, or *impairment*.)



Source: Mead & Hunt, Inc.

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Impact Analysis

No Impact. No change to the previous Northeast Hangars MND/IS analysis is necessary. As previously stated in the Cultural Resources - Archaeological discussion above, a qualified archaeologist conducted a cultural resource records search and intensive pedestrian field survey to determine the presence or lack of cultural resources, including historical resources, within the project site. Based on the findings of this study, no historical resources were identified within or adjacent to the APE.

c. Tribal Cultural Resources

Threshold of Significance Criteria

Assembly Bill (AB) 52 amended CEQA to create a separate category of cultural resources, known as “tribal cultural resources” (PRC §21074), and provides 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. Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.

Impact Analysis

Less than Significant. No change to the previous Northeast Hangars MND/IS analysis is necessary. As previously stated in the Cultural Resources - Archaeological discussion above, a qualified archaeologist conducted a cultural resource records search and intensive pedestrian field survey to determine the presence or lack of cultural resources within the project site. Based on the findings of this study, no tribal cultural resources were identified within or adjacent to the project area.

Native American tribal contacts, as identified by the Native American Heritage Commission as being traditionally and culturally affiliated with the geographic area, were contacted by the County Department of Airports (by certified mail) as part of the previous Northeast Hangars MND/IS process and given an opportunity to request tribal consultation in accordance with AB 52. Based on this coordination, two of the contacts responded with requests for additional information and were subsequently contacted by County staff via telephone or email and provided additional responses.

Cumulative impacts will also not occur. Per state and federal regulations, in the event of accidental discovery or recognition of any Native American human remains during development of the project, such remains will be treated as required by CEQA Guidelines §15064.5 (d, e) and PRC §5097.98.

9. COASTAL BEACHES AND SAND DUNES

Threshold of Significance Criteria

None. The airport and Proposed Project site are not located within the California Coastal Zone.

Impact Analysis

No Impact. No change to the previous Northeast Hangars MND/IS analysis is necessary. The project area is located approximately eight miles east of the Pacific Ocean at its closest point.

10. FAULT RUPTURE HAZARD

Threshold of Significance Criteria

Threshold of significance criteria for determining whether a project is potentially at risk with respect to fault rupture is its location within any of the following areas:

1. State of California designated Alquist-Priolo Special Fault Study Zone;
2. County of Ventura designated Fault Hazard Area.

There is no known cumulative fault rupture hazard impact that would occur as a result of other approved, proposed, or probable projects.

Impact Analysis

Less than Significant. No change to the previous Northeast Hangars MND/IS analysis is necessary. Based on the Alquist-Priolo Earthquake Fault Zone map for the City and County, the project site is located outside of any fault zones, the closest of which is located to the east of the project across Las Posas Road. The project is also located outside of earthquake fault zones as mapped by the County on its Earthquake Faults Map - South Half (County of Ventura 2013: Figure 2.2.1b). The Applicant has prepared a site-specific geotechnical report as required by the previous Northeast Hangars MND mitigation.

11. GROUND SHAKING HAZARD

Threshold of Significance Criteria

1. Is the proposed structure designed to be built in accordance with all applicable requirements of the Ventura County Building Code? If the answer is yes, then the project design will reduce the adverse effects of ground shaking to less than significant.
2. The hazards from ground shaking will affect each project individually; and no cumulative ground shaking hazard would occur as a result of other approved, proposed, or probable projects.

Impact Analysis

Less than Significant. No change to the previous Northeast Hangars MND/IS analysis is necessary. As discussed in the ISAG, the County lies within the active earthquake region of southern California. Available geologic information indicates that the potential of strong ground shaking due to an earthquake along one of the major faults within the County, within the useful life of existing structures, is high when compared to other areas of the state. However, the hangars will be constructed of a pre-engineered steel frame that meets California seismic requirements, and all improvements will be reviewed by the Building and Safety Division of the County's Resource Management Agency to ensure compliance with all state and local building laws and regulations. The Applicant has prepared a site-specific geotechnical report as required by the previous Northeast Hangars MND mitigation.

12. LIQUEFACTION HAZARD

Threshold of Significance Criteria

The State of California, based on the Quaternary Geology of Ventura County, water well records for material type and density, and highest groundwater elevations, has produced the Seismic Hazards Zone Map, including potential for liquefaction. The State of California Seismic Hazards Zone Maps are utilized for all determinations for liquefaction potential. A proposed project will expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving liquefaction if it is located within a Seismic Hazards Zone.

The hazards from liquefaction will affect each project individually, and no cumulative liquefaction hazard would occur as a result of other approved, proposed, or probable projects.

Impact Analysis

Potentially Significant unless Mitigation Incorporated. The project site is located within a liquefaction area on both the County's and City's seismic hazard maps (County of Ventura 2013: Figure 2.4b; City of Camarillo 2013). Therefore, the Proposed Project's liquefaction was further evaluated in a site-specific geotechnical engineering study (Advanced Geotechnical Services, Inc. [AGS] 2019). The study included drilling, sampling, and logging of nine borings to depths between 6.5 and 51.5 feet below the existing ground surface (bgs), and three Cone Penetration Test (CPT) soundings to depths between approximately 44 and 80 feet bgs. Laboratory testing of selected samples was then performed to determine the engineering properties of the on-site soils. Based on this site-specific liquefaction analysis, the potential for "surface manifestation of liquefaction in the form of sand boils or ground fissuring is very low" as is potential for "local loss of bearing capacity as a result of liquefaction" (AGS 2019: p. 8). The AGS report provides recommendations for the use of a blanket of compacted fill below the proposed structures to mitigate any effects of minor surface disruptions or differential ground settlement.

Mitigation Measures

The Applicant has prepared a site-specific geotechnical report as required by the previous Northeast Hangars MND mitigation. Recommendations regarding site construction and design, including the following measure for liquefaction, shall be incorporated into the Proposed Project:

- The upper site soils shall be excavated and recompacted to provide a relatively uniform blanket of newly placed compacted fill for support of the proposed structures.

13. SEICHE AND TSUNAMI HAZARD

Threshold of Significance Criteria

Threshold of significance criteria for seiche hazard is whether the Proposed Project is located within 10 to 20 feet of vertical elevation from an enclosed body of water, such as a lake or reservoir. The height of the hazard above the water level is dependent upon ground motion intensity, duration of shaking, and the subsurface topography of the lake or reservoir and surface topography of the shoreline.

Threshold of significance criteria for tsunami hazard is whether the Proposed Project is located in a mapped area of tsunami hazards as shown on the County General Plan maps (County of Ventura 2013: Figure 2.6).

The hazards from seiche or tsunami will affect each project individually; no cumulative seiche and tsunami hazard would occur as a result of other approved, proposed, or probable projects.

Impact Analysis

Less than Significant. No change to the previous Northeast Hangars MND/IS analysis is necessary. The project area is located approximately eight miles from the Pacific Ocean and is not in proximity to the County's mapped Tsunami Inundation Hazard Area. The potential for hazards on the project site from a seiche during a seismic event is less than significant.

14. LANDSLIDES/MUDFLOW HAZARD

Threshold of Significance Criteria

The threshold for landslide/mudflow hazard is determined by the County Public Works Agency Certified Engineering Geologist based on the location of the site or project within, or outside of mapped landslides, potential earthquake induced landslide zones, and geomorphology of hillside terrain.

The hazards from landslides/mudflow will affect each project individually; no cumulative landslide/mudflow hazard would occur as a result of other approved, proposed, or probable projects.

Impact Analysis

No Impact. No change to the previous Northeast Hangars MND/IS analysis is necessary. The project area is approximately 81 to 91 feet above msl, with relatively flat topography throughout airport property, and is located outside of the County Mapped Landslides or Potential Earthquake Induced Landslide Hazard Areas (County of Ventura 2013: Figures 2.7.1b and 2.7.2).

15. EXPANSIVE SOILS HAZARD

Threshold of Significance Criteria

The determination of a significant soil expansion effect shall be based upon an inquiry of whether a proposed project will expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving soil expansion if it is located within a soils expansive hazard zone or where soils with an expansion index greater than 20 are present.

The hazards from expansive soils will affect each project individually; no cumulative expansive soils hazard would occur as a result of other approved, proposed, or probable projects.

Impact Analysis

Potentially Significant Impact unless Mitigation Incorporated. Based on the site-specific geotechnical engineering study (AGS 2019), the expansion indices of representative soil samples indicate that the upper on-site soils are in the very low to medium expansion category (AGS 2019: p. 5).

Mitigation Measures

The Applicant has prepared a site-specific geotechnical report as required by the previous Northeast Hangars MND mitigation. Recommendations regarding site construction and design, including the following measures for expansive soils, shall be incorporated into the Proposed Project:

- The upper site soils shall be excavated and recompact to provide a relatively uniform blanket of newly placed compacted fill for support of the proposed structures.
- Expansion index tests shall be performed on the finished pads at the completion of grading, to confirm the expansion index of the blended, recompact upper site soils.

16. SUBSIDENCE HAZARD

Threshold of Significance Criteria

The determination of a significant subsidence effect shall be based upon an inquiry of whether a proposed project will expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving subsidence if it is located within a subsidence hazard zone.

The hazards from subsidence will affect each project individually; no cumulative subsidence hazard would occur as a result of other approved, proposed, or probable projects.

Impact Analysis

Potentially Significant Impact unless Mitigation Incorporated. Based on the site-specific geotechnical engineering study (AGS 2019), consolidation tests of representative soil samples indicate a low to moderate potential of both hydroconsolidation and overall compressibility of the undisturbed native soils (AGS 2019: p. 5). The potential for any significant dynamic dry settlement is negligible (AGS 2019: p. 9).

Mitigation Measures

- The upper site soils shall be excavated and recompact to provide a relatively uniform blanket of newly placed compacted fill for support of the proposed structures.

17. HYDRAULIC HAZARDS

a. Non-Federal Emergency Management Act (FEMA)

Threshold of Significance Criteria

Potential erosion/siltation hazards and flooding hazards are ubiquitous throughout Ventura County and are addressed by the VCWPD's Standards and Specifications Design Manual. Erosion/siltation hazards and the effects of flooding hazards are required to be considered within the existing framework of grading and building code ordinances, which apply to all sites and projects. Threshold criteria, therefore, are determined on a case-by-case basis pursuant to the list of documents, ordinances, and permits included in the ISAG.

Impact Analysis

Less than Significant. The Proposed Project includes drainage facilities to prevent the development from creating impacts to the existing drainage facilities on and off the airport. As discussed previously under the Surface Water Quantity discussion (#2c), proposed drainage for the project will be collected and conveyed to an underground detention feature designed to store the excess runoff volume caused by

the increase in impervious cover occurring due to the proposed site improvements. The post-development runoff flows will be the same as the pre-development levels. A proposed connection to the Camarillo Hills Drainage will meet all requirements of the VCWPD, including required plans and hydrology study. It is the VCWPD's standard that the runoff peak flow after development shall not exceed the peak flow under existing conditions for any frequency of event due to any increase in impervious areas.

To ensure compliance with the Los Angeles RWQCB NPDES Municipal Stormwater Permit for Ventura County (No. CAS004002), the Proposed Project will also be subject to post-construction requirements for surface water quality and stormwater runoff. This includes performance criteria defined in Section III, Part 4.E, "Planning and Land Development Program" of the Municipal Stormwater Permit, as well as the County TGM (2011). The airport is also required to comply with the requirements of the state's NPDES General Industrial Stormwater Permit (No. CAS00001).

b. FEMA

Threshold of Significance Criteria

If the entire development is located outside of the boundaries of a Special Flood Hazard Area and is located entirely within a FEMA-determined 'X-Shaded' flood zone (within the 0.2% annual chance floodplain; within the 500-year floodplain), a determination of Less than Significant project-specific and cumulative impact (LS) will be made.

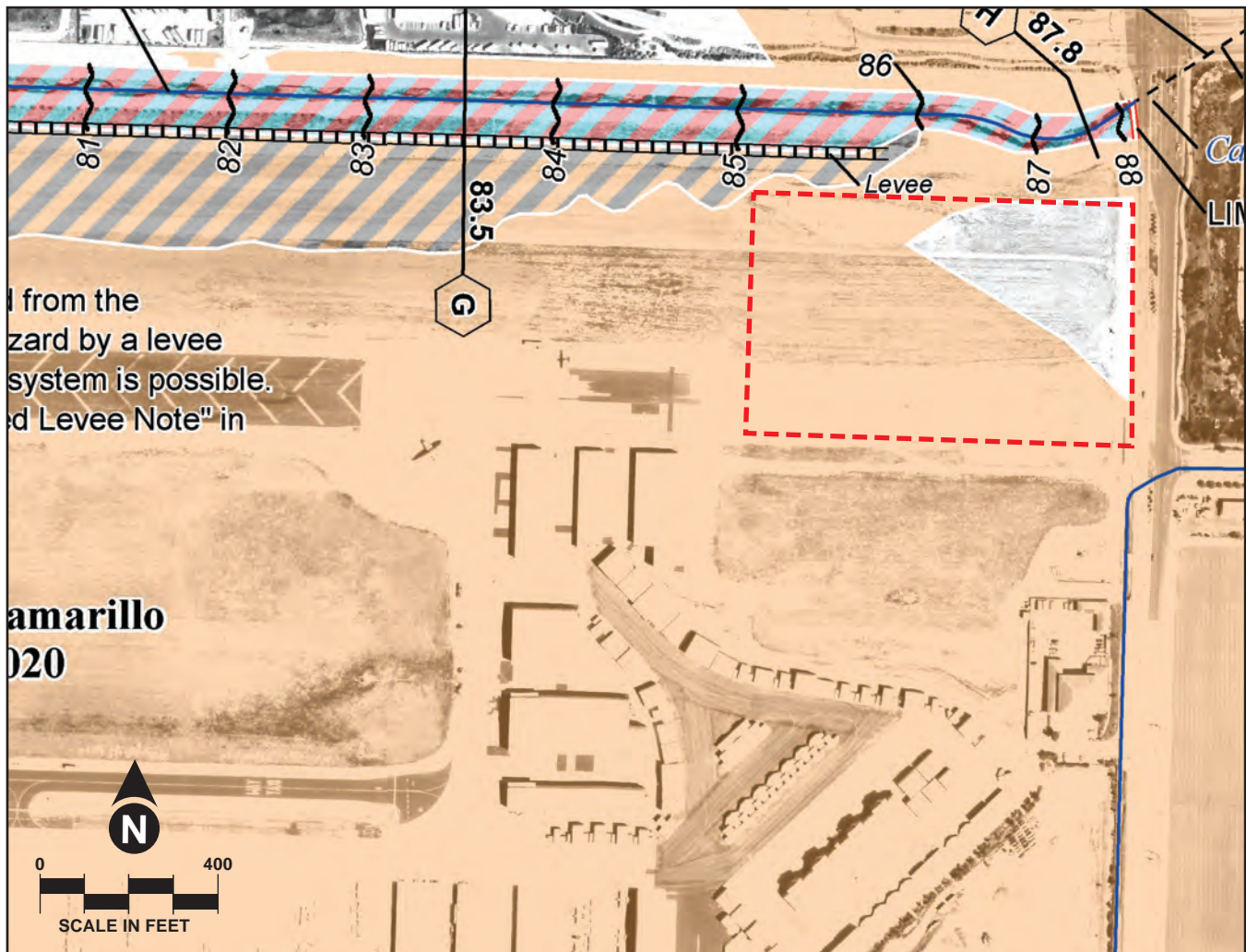
If the proposed development, in part or in whole, is located within the boundaries of a Special Flood Hazard Area but is located outside of the boundaries of the Regulatory Floodway, a determination of Less than Significant project-specific and cumulative impact (LS) will be made.

Impact Analysis

Less than Significant. No change to the previous Northeast Hangars MND/IS analysis is necessary. FEMA Flood Insurance Rate Map No. 06111C0929F, dated January 7, 2015, shows that the Proposed Project development areas are located within Other Areas (Zone X)¹ (**Exhibit B2**). The airport is protected from the 100-year flood by a levee along the south side of the Camarillo Hills Drain, which prevents the regulatory floodway located along the channel from affecting the airport.

Since there is no proposed development (i.e., structures, pavement, utilities, or drainage improvements) that will be located within either a regulatory floodway or a 100-year floodplain as mapped by FEMA or on the County's One-Percent Annual Chance Floodplain Map (County of Ventura 2013: Figure 2.10), no project-specific or cumulative impacts to 100-year floodplains or regulatory floodways will occur and no mitigation is necessary. The hangars that will be located within, or partially within, mapped Zone X

¹ Defined as, "Areas of 0.2% annual chance flood; areas of 1% annual chance flood with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood."



LEGEND

	Project Area		Channel, Culvert or Storm Sewer
	Regulatory Floodway		Accredited or Provisionally Accredited Levee, Dike or Floodway
	0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile		18.2 Cross Sections with 1% Annual Chance
	Area with Reduced Flood Risk due to Levee		Hydrographic Feature
	Areas Determined to be Outside the 0.2% Annual Chance Floodplain		513 Base Flood Elevation Line (BFE)

ACCREDITED LEVEE NOTES TO USERS: Check with your local community to obtain more information, such as the estimated level of protection provided (which may exceed the 1-percent-annual chance level) and Emergency Action Plan, on the levee system(s) shown as providing protection for areas on this panel. To mitigate flood risk in residual risk areas, property owners and residents are encouraged to consider flood insurance and floodproofing or other protective measures. For more information on flood insurance, interested parties should visit the FEMA Website at <http://www.fema.gov/business/nfip/index.shtm>.

Source: FEMA Flood Insurance Rate Map No. 06111C0929F, revised January 7, 2015

(Other Areas) will require a Floodplain Clearance from the County Public Works Agency's Floodplain Manager prior to the issuance of a Zoning Clearance for Use Inauguration.

18. FIRE HAZARDS

Threshold of Significance Criteria

The fire hazard section focuses on the rural or wildland areas of the County. The fire hazard area extends into all areas where native brush can be found growing in pure natural stands. The Fire Code also defines Hazardous Watershed Fire Areas as a location within 500 feet of a forest or brush-, grass-, or grain-covered land, exclusive of small individual lots or parcels of land located outside of a brush-, forest-, or grass-covered area.

Projects located within High Fire Hazard Areas/Fire Hazard Severity Zones or Hazardous Watershed Fire Areas may have a significant fire hazard impact.

Impact Analysis

No Impact. *No change to the previous Northeast Hangars MND/IS analysis is necessary.* The Proposed Project is not located in a High Fire Hazard Area/Fire Hazard Severity Zone or within the County's Fire Hazard Map - South Half (County of Ventura 2013: Figure 2.13.2b).

The water purveyor at the airport is the City. The Proposed Project will comply with the NFPA (National Fire Protection Association) 409, Standard on Aircraft Hangars. Plans, profiles, and details prepared by a civil engineer licensed in the State of California will be submitted to the City Public Works Water Division for approval and will be subject to standard City connection and usage fees.

19. AVIATION HAZARDS

Threshold of Significance Criteria

A review of a project's potential aviation hazards, as those hazards relate to proposed development of properties near County public airports, will focus on that project's compliance with the County's airport land use compatibility plan and pre-established federal criteria set forth in Federal Aviation Regulations Part 77 (Obstruction Standards), as well as those recommendations for good land use planning made by state and County governments.

Impact Analysis

No Impact. No change to the previous Northeast Hangars MND/IS analysis is necessary. As a land use located on airport property, the Proposed Project has been identified on the FAA-approved Airport Lay-out Plan (ALP).² This approval indicates that the FAA has reviewed the project for its consistency with applicable FAA safety standards and zones. The project will also be reviewed for airspace compliance through FAA's 7460 Airspace Obstruction process.

20. HAZARDOUS MATERIALS/WASTE

a. Hazardous Materials

Threshold of Significance Criteria

A project that is designed to meet all of the applicable requirements set forth in the following authorities shall not be considered to have a significant impact on the environment:

- Underground Storage Tanks – California Health and Safety Code (CHSC), Division 20, Chapter 6.7 and 23 CCR Division 3, Chapter 16;
- Business Plan – CHSC, Division 20, Chapter 6.95, Article 1;
- Risk Management Plan - CHSC, Division 20, Chapter 6.95, Article 2;
- Ventura County Certified Unified Program Agency (CUPA) - CHSC, Division 20, Chapter 6.11; and
- Fire Code - The Fire Code adopted by the Ventura County Fire Protection District (VCFPD) in regard to aboveground hazardous materials - CHSC, Division 12, Part 2.7.

Impact Analysis

Less than Significant. The Proposed Project will introduce hangars and taxilane within the northeast corner of the airport. Once the new hangars and taxilane are in use, aircraft in the project area will receive fuel from on-airport fuel trucks in accordance with all applicable airport policies and federal, state, and local regulations. No additional fuel storage or dispersal facilities (i.e., fuel farms) are planned at the airport as part of the Proposed Project.

Operation of the proposed facility, including the use or storage of hazardous materials, is subject to approval by the County's Environmental Health Division and the applicable Fire Code and other environmental regulations for the use and storage of regulated hazardous materials. According to the terms of the airport's lease with the Applicant, if a tenant's activities involve in any manner the use, storage, or transportation of any chemicals, solvents, or other material which may be considered to be hazardous

² An ALP revision will be required to indicate the proposed driveway connection to Las Posas Road. Approval of this minor ALP change is subject to compliance with the *National Environmental Policy Act (NEPA)* as implemented through FAA Orders 1050.1F, *Environmental Impacts: Policies and Procedures* and 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*.

in their use, application, and/or transportation, the tenant shall advise the County in writing immediately. The tenant agrees additionally to have the Ventura County Environmental Health Division inspect any property subject to such use on a not less than semiannual basis.

b. Hazardous Waste

Threshold of Significance Criteria

A project that is designed to meet all of the applicable requirements set forth in the following authorities shall not be considered to have a significant impact on the environment:

- 22 CCR Division 4.5;
- CHSC, Division 20, Chapter 6.5;
- CUPA, Ventura County Ordinance Code, Division 4, Chapter 5, Article 1.

The above state legislation and local ordinances have been enacted for the purpose of preventing contamination from improper storage, handling, and disposal of hazardous wastes. It is also the intent of these regulations to establish procedures so that the generators of hazardous wastes will be encouraged to employ reduction technology and destruction of their hazardous wastes prior to disposal.

Impact Analysis

Less than Significant. See previous discussion under a) Hazardous Materials. The use, storage, and disposal of hazardous materials is subject to approval by the County's Environmental Health Division and the applicable Fire Code and other environmental regulations for the use, storage, and disposal of regulated hazardous materials.

21. NOISE AND VIBRATION

Threshold of Significance Criteria

Noise Thresholds. Any project that produces noise in excess of the standards for noise in the *Ventura County General Plan Goals, Policies, and Programs* (Section 2.16) has the potential to cause a significant noise impact (County of Ventura 2019b). Noise-generating uses that either individually or when combined with other recently approved, pending, and probable future projects, exceeds the noise thresholds of General Plan Noise Policy 2.16.2-1(4) are considered to have a potentially significant impact.

(Continued)

Vibration Thresholds - Construction Threshold.³ Any project that either individually or when combined with other recently approved, pending, or probable future projects, includes construction activities involving blasting, pile-driving, vibratory compaction, demolition, and drilling or excavation which exceed the threshold criteria provided in the *Transit Noise and Vibration Impact Assessment* (Section 12.2) (Federal Transit Administration [FTA] 2006) is considered to have a potentially significant impact.

Impact Analysis

Less than Significant (Noise and Vibration)

Noise. FAA's AEDT was used to estimate aircraft noise that could result from the Proposed Project. To achieve an accurate representation of an airport's noise conditions, the AEDT incorporates a combination of industry standard information and user-supplied inputs specific to the airport. As previously discussed under the Air Quality discussion (#1), the software provides noise characteristics, standard flight profiles, and manufacturer-supplied flight procedures for aircraft within the U.S. civil and military fleets, including those which commonly operate at Camarillo Airport. As each aircraft has different design and operating characteristics (number and type of engines, weight, and thrust levels), each aircraft emits different noise levels. The most common way to spatially represent the noise levels emitted by an aircraft is with a noise exposure contour.

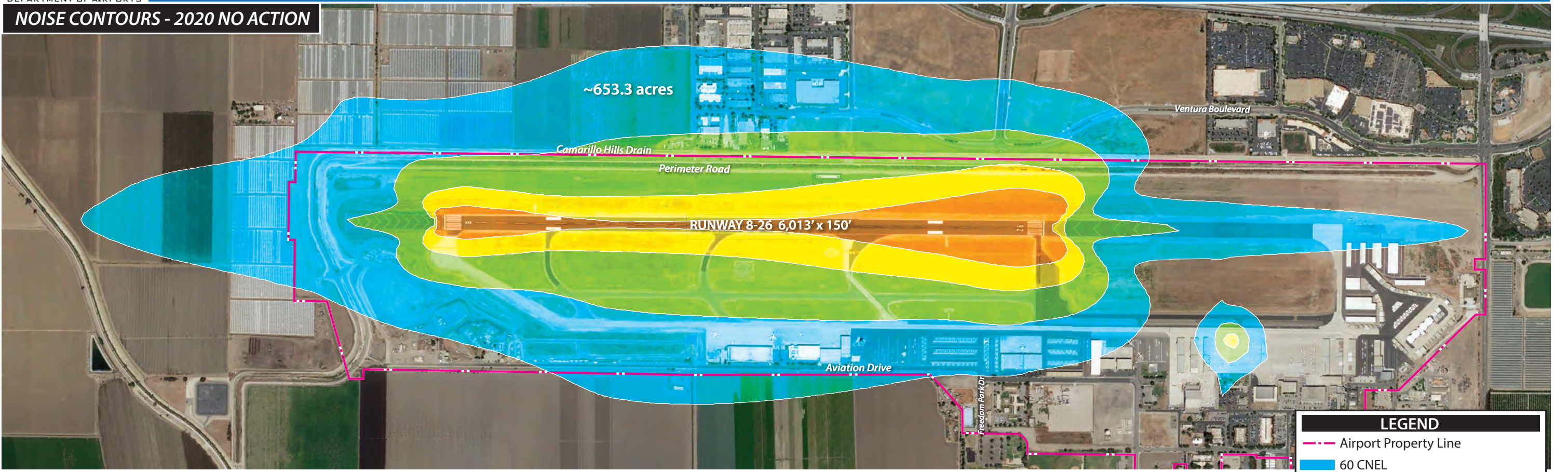
Noise exposure contours were prepared for the airport within and without operations associated with the Proposed Project. The CloudNine development is anticipated to increase annual operations at the airport by 3,850 (from 144,592 to 148,442). These operations will be conducted with turboprop and business jet aircraft. The resulting noise contours are shown on **Exhibit B3**. See **Appendix B** for further information on the modeling inputs.

As can be seen on the exhibit, the airport's 60 decibel (dB) Community Noise Equivalent Level (60 CNEL) year 2020 noise exposure contour (which is when the Proposed Project could be operational) will increase from 653.3 acres to 679.1 acres when comparing the results with and without operations associated with the Proposed Project, respectively. In both scenarios, the 60 CNEL noise exposure contour encompasses agricultural land uses to the south, west, and north. Light industrial land uses to the north of the airport are also located within the 60 CNEL contours. There are no noise-sensitive land uses within the noise exposure contours.

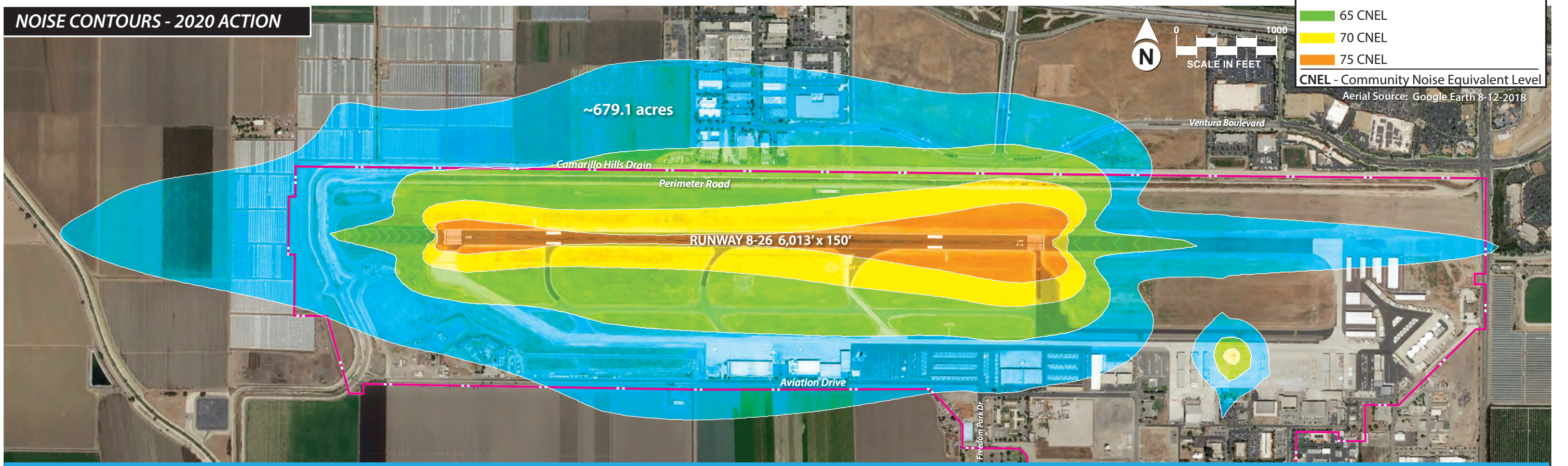
The Proposed Project will also generate noise related to aircraft taxiing from the airfield system to the hangars, as well as vehicular noise from private vehicles and airport fuel trucks. Aircraft run-ups will continue to occur in existing airport locations.

³ Other thresholds for vibration are related to transit use or commercial/industrial projects that would generate new heavy vehicle (e.g., semi-truck or bus) trips and are not applicable to the Proposed Project.

NOISE CONTOURS - 2020 NO ACTION



NOISE CONTOURS - 2020 ACTION



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The nearest noise-sensitive land uses are approximately 0.25 mile to the south in a mixed-use area that contains two schools, a place of worship, and a mental health residential care facility. Another church (Crossroads Community Church) is located approximately 0.5 mile east from the project site within the Camarillo Premium Outlet mall. There are no residential neighborhoods within 0.5 mile of the Proposed Project area. At these distances, project-specific noise from either construction or operations will not be a significant increase over the ambient noise environment in the area.

Vibration. Project activities that could cause vibration impacts will occur only during construction phases of the project and will be generated primarily by excavation for utilities, drainage improvements, and building foundations. No blasting, pile-driving, or drilling are anticipated to be necessary.

There are no residences within 0.5 mile of the Proposed Project site; therefore, the potential for annoyance from construction vibration to residential areas will not occur. The closest off-airport buildings to the project site are office and industrial buildings located between the Camarillo Hills Drain and Ventura Boulevard. These buildings are not considered fragile (i.e., susceptible to vibration-related damage) and are approximately 315 feet away from the construction site. On-airport buildings adjacent to the construction site are hangars that are not considered fragile or susceptible to vibration-related damage. Due to a lack of high vibratory construction activity and sensitive vibratory receptors in proximity to the site, significance thresholds for vibration will not be exceeded. Based on the FTA's *Transit Noise and Vibration Impact Assessment* (2006), in cases where "prolonged annoyance or damage from construction vibrations are not expected, a qualitative assessment is appropriate."

22. DAYTIME GLARE

Threshold of Significance Criteria

A proposed project will be considered to have a significant project-specific or cumulative glare impact if the project will create a new source of disability glare or discomfort glare for motorists travelling along any road of the County regional road network. A project would be considered significant when the glare source to the median background ratio exceeds 3:1 in a luminance histogram.

Impact Analysis

Less than Significant. The Proposed Project will place the closest building façade along Las Posas Road approximately 44 feet from street. The bottom of the building (approximately 23 percent) will consist of a non-reflective, natural gray, textured concrete masonry unit (CMU). Above the CMU will be a nine-foot-high band of high energy-efficient, gray color glazing, followed by a 10-foot-deep, silver matte finish, aluminum composite panel canopy. Above the canopy, the balance of the building (approximately 41 percent) will consist of a low-sheen, white linen color, metal panel. The only windows facing Las Posas Road will be a six-foot-high window band with a shade canopy. Refer to Exhibit A5 in Section A.

Behind the closest office building to Las Posas Road will be the first hangar, which will be setback over 60 feet from the street. The hangar will have a 10-foot-high band of semi-reflective, white polycarbonate panels surrounded by a low-sheen, white linen, metal panel accented by dark bronze matte finish, aluminum composite panels. The facility will also be screened by a generous amount of landscaping at the setback area to minimize any possible glare from the storefront system.

The intervening area between the buildings and the street will contain a 36-foot-wide dedicated area for a deceleration traffic lane, bicycle lane, sidewalk, and additional landscaping.

Significant sources of glare will not occur as the project's building materials and architectural details will be primarily non-reflective materials. In addition, since glare can be a safety hazard at an airport, all airport structures within proximity to the airfield are closely monitored to ensure that reflective materials are not utilized to an extent that glare could result.

23. PUBLIC HEALTH

Threshold of Significance Criteria

None. This issue entails human health issues such as, but not limited to, vectors, bioaerosols and other pathogens or environmental factors (e.g., hazardous chemical residues from the testing of rocket engines). Significance is determined on a case-by-case basis and is related to project type, location, and other environmental factors.

Impact Analysis

No Impact. *No change to the previous Northeast Hangars MND/IS analysis is necessary.* According to the USEPA's EJScreen website and the California Department of Toxic Substances Control's (DTSC) EnviroStor website, the airport does not contain any areas listed as active Superfund or Brownfield sites (USEPA 2019; DTSC 2019).

The Proposed Project will introduce hangars and taxilanes within the northeast corner of the airport. There is no known contamination present in the area. As previously discussed in Hazardous Materials/Waste (# 20), the use, storage, and disposal of hazardous materials is subject to approval by the County's Environmental Health Division and the applicable Fire Code and other environmental regulations for the use, storage, and disposal of regulated hazardous materials. No impacts to public health will occur as a result of the Proposed Project.

24. GREENHOUSE GASES

Threshold of Significance Criteria

To date, there are no state standards for aviation-related greenhouse gas (GHG) emissions nor has the VCAPCD adopted an approach to setting GHG emission thresholds of significance for land use development projects. However, the County's Climate Protection website contains strategies to reduce GHG emissions 15 percent by 2020 through six action areas (County of Ventura Climate Protection website 2019):

1. Climate Protection Leadership: Create long-term, structural policies necessary for meeting our climate protection targets.
2. Countrywide Responsibility: Establish overarching activities that reduce GHG emissions.
3. Facilities: Reduce electricity and natural gas use in the County's physical infrastructure (buildings and facilities).
4. Vehicle (Fleet) Operations: Reduce gasoline and diesel fuel emissions in employees' work-related travel.
5. Employee Commute: Reduce GHG emissions from employees' commuting trips.
6. Expanded Sustainability Goals: Consider broader environmental goals, such as efficiencies in waste reduction and water conservation.

Impact Analysis

Less than Significant. As discussed in the Air Quality discussion (#1), air pollutant emissions from construction activity were calculated using the CalEEMod version 2016.3.2. CalEEMod also calculates GHGs associated with construction and vehicles during operation of the land use. As previously discussed, aircraft storage hangars are not included in CalEEMod; therefore, construction of the hangars is represented by the default values of a warehouse facility with the same square footage as the proposed hangars. General office buildings and parking lots are included in CalEEMod, and the default values were used for the modeling of construction related GHG emissions.

CalEEMod also includes GHG emissions factors for passenger vehicles and trips associated with the ongoing use of the site. For this analysis, operational vehicle activity associated with the proposed improvements was modeled using the ADT information provided in the Transportation and Circulation discussion (#27.a.1). In both the construction and operation cases, CalEEMod includes GHG emissions factors that are adjusted to local climatic conditions in the area overseen by VCAPCD. Detailed information regarding the CalEEMod inputs for GHGs are in **Appendix B**.

Construction Emissions. **Table B3** summarizes the construction related GHG emissions associated with the Proposed Project. Based on construction phasing information and the analysis, the Proposed Project

will result in approximately 432.17 metric tons (MT) per year of carbon dioxide equivalent (CO₂e).⁴ These emissions will occur on a temporary basis for approximately 10 months during construction of the development.

TABLE B3

Project Construction Greenhouse Gas Emissions

Pollutant	CO ₂	CH ₄	N ₂ O	CO ₂ e ¹
Metric Tons per Year	430.15	0.08	<0.001	432.17

Source: Coffman Associates analysis (**Appendix B**)

CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent

¹ Total CO₂e includes various global warming potentials. See text footnote 7.

Operational Emissions. **Table B4** summarizes the operational GHG emissions calculated for the Proposed Project. The table includes the net increase in aircraft operational emissions, which is determined by subtracting Existing Condition emissions from the Proposed Project's total emissions. As aircraft will continue to operate at the airport with or without the Proposed Project, the net increase is those emissions directly associated with the Proposed Project. Additionally, other operational GHG emissions associated with the Proposed Project are included in the table. These emissions include area emissions (landscaping, maintenance coating, consumer products), vehicular emissions, and energy emissions (natural gas utilities). These two values (net aircraft GHGs and other operational GHGs) are combined for the total Proposed Project operational GHG emissions. The Proposed Project will result in approximately 1,018.53 MTCO₂e per year.

TABLE B4

Project Operational Greenhouse Gas Emissions – Metric Tons per Year (MT/Yr)

Pollutant	CO ₂	CH ₄	N ₂ O	CO ₂ e ²
Proposed Project Aircraft GHG Emissions	3,452.14	-. ¹	-. ¹	3,452.14
Less Existing Condition Aircraft GHG Emissions	(2709.52)	-. ¹	-. ¹	(2709.52)
Proposed Project Aircraft Net GHG Emissions	742.62	-. ¹	-. ¹	742.62
Proposed Project Other Operational GHG Emissions (area, vehicular, and energy)	275.62	0.01	<0.001	275.91
Total Proposed Project Operational GHG Emissions	1,018.24	0.01	<0.001	1,018.53

Source: Coffman Associates analysis (**Appendix B**)

CO₂ = carbon dioxide; CH₄ = methane; N₂O = nitrous oxide; CO₂e = carbon dioxide equivalent

¹ AEDT does not include emissions factors for CH₄ or N₂O.

² Total CO₂e includes various global warming potentials. See text footnote 7.

Note: Aircraft operational emissions are reported for activity below a mixing height of 3,000 ft.

⁴ Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO₂e) and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 25, meaning its global warming effect is 25 times greater than carbon dioxide on a molecule-per-molecule basis.

Conclusion. The Proposed Project involves buildout of an existing land use (i.e., the airport) and is consistent with the adopted *Camarillo Airport Master Plan (AMP)* (County of Ventura Department of Airports 2011) and the General Plans of the City and County. As an infill land use development project, impacts (project-specific and cumulative) are less than significant.

25. COMMUNITY CHARACTER

Threshold of Significance Criteria

1. A project that is inconsistent with any of the policies or development standards relating to community character of the Ventura County General Plan Goals, Policies or Programs or applicable Area Plans is regarded as having a potentially significant environmental impact; and/or
2. A project has the potential to have a significant impact on community character if it, either individually or cumulatively when combined with recently approved, current, and reasonably foreseeable probable future projects, would introduce physical development that is incompatible with existing land uses, architectural form or style, site design/layout, or density/parcel sizes within the community in which the project is located.

Impact Analysis

Less than Significant. The Proposed Project involves buildout of an existing land use (i.e., the airport) and is consistent with the adopted AMP (County of Ventura Department of Airports 2011) and the General Plans of the City and County. The proposed hangars do not constitute a significant change to the overall layout or character of the airport. The visual appearance of the hangars will provide an upscale hangar development that will not degrade the overall appearance of airport development or of the nearby areas of the City. The Applicant has worked with both the County and the City to produce an acceptable design product.

No land use incompatibilities will be created with existing land uses because of the Proposed Project. Land uses adjacent to the project site include an airport perimeter road, a flood control levee, and the Camarillo Hills Drain to the north. To the south and west of the project site are other areas of the airport. Immediately south of the project site is County Fire Station No. 50 and a hangar/taxilane complex. East of the project site is Las Posas Road; across Las Posas Road is a retail commercial area known as The Promenade, an agricultural field, and two water holding ponds.

26. HOUSING

Threshold of Significance Criteria

Demand for New Housing – Construction Workers. Any project that involves construction has an impact on the demand for additional housing due to potential housing demand created by construction workers. However, construction worker demand is a less than significant project-specific and cumulative impact because construction work is short-term and there is a pool of construction workers within Ventura County and the Los Angeles metropolitan area.

Impact Analysis

Less than Significant. The Proposed Project will create additional demand for workers during construction. It will also provide additional opportunities for office workers and aviation-related employment. Since the airport is centrally located within the County and is an existing land use, the new employment opportunities would be considered “infill,” rather than the creation of a new employment center located away from available housing or other public services. No additional housing demand will be associated with the project.

27. TRANSPORTATION AND CIRCULATION

a. Roads and Highways

(1) Level of Service

Threshold of Significance Criteria

Most of the intersections affected by the Proposed Project would be within the City of Camarillo. The City’s acceptable level of service (LOS) for intersections is LOS C or better, with LOS D allowed for short periods of time during peak hour periods. Project impacts are significant and must be mitigation if they exceed the following thresholds:

1. 30 per lane peak hour critical movement trips for LOS D.
2. 20 per lane peak hour critical movement trips for LOS E.
3. 10 per lane peak hour critical movement trips for LOS F.

(Continued)

Mitigation measures should provide a LOS equal or better than baseline conditions. The County of Ventura specifies its LOS policy in its Transportation/Circulation Policy 4.2.2-3, which states in part:

The minimum acceptable *Level of Service (LOS)* for road segments and intersections within the *Regional Road Network* shall be as follows:

(a) *LOS-'D'* for all *County thoroughfares* and *Federal highways* and *State highways* in the unincorporated area of the County, ...;

	Roadway Segments	Intersections														
Project-Specific Impacts	<p>A potentially significant adverse project-specific traffic impact is assumed to occur on any road segment if any one of the following results from the project:</p> <ul style="list-style-type: none">▪ If the project would cause the existing LOS on a roadway segment to fall to an unacceptable level as defined in Policy 4.2.2-3.▪ If the project will add one or more peak-hour trips (PHTs) to a roadway segment that is currently operating at an unacceptable level as defined in Policy 4.2.2-3.	<p>A potentially significant adverse project-specific traffic impact is assumed to occur on any intersection on the regional road network if the project will exceed the following:</p>														
		<table><tr><th>Existing Intersection LOS:</th><th>Increase in Volume/Capacity (V/C) or Trips Greater Than:</th></tr><tr><td>A</td><td>0.20</td></tr><tr><td>B</td><td>0.15</td></tr><tr><td>C</td><td>0.10</td></tr><tr><td>D</td><td>10 PHTs*</td></tr><tr><td>E</td><td>5 PHTs*</td></tr><tr><td>F</td><td>1 PHTs*</td></tr></table>	Existing Intersection LOS:	Increase in Volume/Capacity (V/C) or Trips Greater Than:	A	0.20	B	0.15	C	0.10	D	10 PHTs*	E	5 PHTs*	F	1 PHTs*
		Existing Intersection LOS:	Increase in Volume/Capacity (V/C) or Trips Greater Than:													
		A	0.20													
		B	0.15													
		C	0.10													
		D	10 PHTs*													
		E	5 PHTs*													
F	1 PHTs*															
* Increase to critical movements (i.e., the highest combination of left and opposing through/right-turn peak-hour turning movements.)																
Cumulative Impacts	<p>A potentially significant adverse cumulative traffic impact is assumed to occur on any road segment if any one of the following results from the project:</p> <ul style="list-style-type: none">▪ If the project will add one or more PHTs to a roadway segment that is part of the regional road network and the roadway segment is currently operating at an unacceptable LOS as defined in Policy 4.2.2-3.▪ If the project will add 10 or more PHTs to a roadway segment which is part of the regional road network and is projected to reach an unacceptable LOS as defined in Policy 4.2.2-3 by the year 2020.	<p>A potentially significant adverse cumulative traffic impact is assumed to occur at any intersection if any one of the following results from the project:</p> <ul style="list-style-type: none">▪ If the project will add one or more PHTs to the critical movements at an intersection that is part of the regional road network and which is currently operating at an unacceptable LOS as defined in Policy 4.2.2-3 (see above) by the year 2020.▪ If the project will add 10 or more PHTs to an intersection that is part of the regional road network, which is projected to operate at an unacceptable LOS defined in Policy 4.2.2-3 (see above) by the year 2020.														

Impact Analysis

Less than Significant (Project-specific)/Potentially Significant Impact unless Mitigation Incorporated (Cumulative). Access to the Proposed Project will be provided via a single right-turn in/right-turn out only driveway connection to Las Posas Road. A traffic study was completed by Associated Transportation Engineers (ATE) to evaluate potential impacts on the surrounding street network. The following five intersections and their level of service (LOS) were considered:

- Las Posas Road/Daily Drive
- U.S. Highway 101 northbound ramps/Las Posas Road
- U.S. Highway 101 southbound ramps/Las Posas Road
- Las Posas Road/Ventura Boulevard
- Las Posas Roas/Pleasant Valley Road

Table B5 shows the anticipated project weekday trip generation based on rates published in a San Diego Association of Governments (SANDAG) report, *Traffic Generators* (2002), which contains rates for airport hangars, and the Institute of Transportation of Engineers (ITE) rates for Small Office Building (Land Use Code 712) (ITE 2017). The Proposed Project is expected to generate 366 ADT with 39 AM and 53 PM peak hour trips. The distribution of the project trips onto the roadway network is shown in **Exhibit B4**.

TABLE B5 Project Weekday Trip Generation								
Land Use	Size	ADT	AM Peak Hour			PM Peak Hour		
			Entering	Existing	Total	Entering	Exiting	Total
Office	19,660 sf	318	32	6	38	15	33	48
Hangars	8 aircraft	48	1	0	1	2	3	5
TOTAL		366	33	6	39	17	36	53

Source: ATE 2019

ADT = average daily trips; sf = square feet

Tables B6 and **B7** show intersection LOS for the AM and PM peak hours, respectively, with and without the Proposed Project. Based on the applicable City and County significance thresholds, project-specific impacts to streets and intersections affected by the Proposed Project will be less than significant since project-related trips will not exceed any LOS impact thresholds.

TABLE B6 Existing + Project AM Peak Hour Weekday Intersection Volume to Capacity Ratio and Level of Service							
Intersection	City/County Jurisdiction	Control Type	Existing		Existing + Project		Impact
			V/C	LOS	V/C	LOS	
Las Posas Road/Daily Drive	City	Signal	0.52	A	0.52	A	No
101 NB Ramps/Las Posas Road	City	Signal	0.42	A	0.42	A	No
101 SB Ramps/Las Posas Road	City	Signal	0.56	A	0.56	A	No
Las Posas Road/Ventura Boulevard	City	Signal	0.46	A	0.47	A	No
Las Posas Road/Pleasant Valley Road	County	Signal	0.68	B	0.68	B	No

Source: ATE 2019

V/C = volume to capacity ratio; LOS = level of service



Source: Associated Transportation Engineers

TABLE B7

Existing + Project PM Peak Hour Weekday Intersection Volume to Capacity Ratio and Level of Service

Intersection	City/County Jurisdiction	Control Type	Existing		Existing + Project		Impact
			V/C	LOS	V/C	LOS	
Las Posas Road/Daily Drive	City	Signal	0.59	A	0.59	A	No
101 NB Ramps/Las Posas Road	City	Signal	0.52	A	0.52	A	No
101 SB Ramps/Las Posas Road	City	Signal	0.60	A	0.60	A	No
Las Posas Road/Ventura Boulevard	City	Signal	0.60	B	0.61	B	No
Las Posas Road/Pleasant Valley Road	County	Signal	0.78	C	0.79	C	No

Source: ATE 2019

V/C = volume to capacity ratio; LOS = level of service

Cumulative impacts were evaluated in coordination with City staff to determine potential cumulative traffic volumes. **Tables B8** and **B9** show intersection LOS for the AM and PM peak hours, respectively, with and without the Proposed Project and other cumulative traffic. Based on the applicable City and County significance thresholds, a potentially significant cumulative impact will occur to the Las Posas Road/Pleasant Valley Road intersection. This intersection is anticipated to operate at LOS E during the PM peak hour in the future.

The project will contribute approximately 40 trips to the Las Posas Road/Pleasant Valley Road intersection during the PM peak (**Exhibit B4**), which will be over the County's significance threshold for cumulative impacts (i.e., the project will add 10 or more PHTs to a roadway segment which is part of the regional road network and is projected to reach an unacceptable LOS as defined in Policy 4.2.2-3 by the year 2020). No cumulative impacts will occur to study intersections within the City. All City intersections are expected to remain at acceptable LOS under the cumulative + project scenario.

TABLE B8

Cumulative + Project AM Peak Hour Weekday Intersection Volume to Capacity Ratio and Level of Service

Intersection	City/County Jurisdiction	Control Type	Cumulative		Cumulative + Project		Impact
			V/C	LOS	V/C	LOS	
Las Posas Road/Daily Drive	City	Signal	0.56	A	0.56	A	No
101 NB Ramps/Las Posas Road	City	Signal	0.51	A	0.52	A	No
101 SB Ramps/Las Posas Road	City	Signal	0.65	B	0.65	B	No
Las Posas Road/Ventura Boulevard	City	Signal	0.77	C	0.77	C	No
Las Posas Road/Pleasant Valley Road	County	Signal	0.68	B	0.68	B	No

Source: ATE 2019

V/C = volume to capacity ratio; LOS = level of service

TABLE B9

Existing + Project PM Peak Hour Weekday Intersection Volume to Capacity Ratio and Level of Service

Intersection	City/County Jurisdiction	Control Type	Cumulative		Cumulative + Project		Impact
			V/C	LOS	V/C	LOS	
Las Posas Road/Daily Drive	City	Signal	0.69	B	0.69	B	No
101 NB Ramps/Las Posas Road	City	Signal	0.62	B	0.62	B	No
101 SB Ramps/Las Posas Road	City	Signal	0.69	B	0.69	B	No
Las Posas Road/Ventura Boulevard	City	Signal	0.75	C	0.75	C	No
Las Posas Road/Pleasant Valley Road	County	Signal	0.98	E	0.98	E	Yes

Source: ATE 2019

V/C = volume to capacity ratio; LOS = level of service

Mitigation Measures

In keeping with the County's TIMF Program, the developer will be required to pay TIMF's prior to the receipt of building permits. The City and County have executed a "Reciprocal Traffic Mitigation Agreement" wherein the City and the County have agreed to share the cost of mitigations for impacts to each jurisdiction's facilities. The Proposed Project will offset its incremental impact to the County roadway network by contributing to the reciprocal fee program.

(2) Safety and Design of Public Roads

Threshold of Significance Criteria

Project-Specific Impacts (General). Not applicable. The Proposed Project will not have project-specific impacts on the safety and design of County roadway segments or intersections in proximity to the airport.

Impact Analysis

Less than Significant Impact. As described in #27a(1) above, the Proposed Project will take access from Las Posas Road within the City via a single right-turn in/right-turn out only driveway connection to Las Posas Road. The design of the access will be subject to City traffic engineer approval.

(3) Safety and Design of Private Access

Threshold of Significance Criteria

None. The Proposed Project does not include private access.

Impact Analysis

No Impact. No change to the previous Northeast Hangars MND/IS analysis is necessary. The Proposed Project will take access via an existing public road.

(4) Tactical Access

Threshold of Significance Criteria

If a road or access, public or private, is proposed for a project, tactical access does have a significant impact if there is a single access and the access road exceeds 800 feet in length. The VCFPD has adopted Private Road Guidelines that are in concert with state guidelines. By providing a second access, the classification can be changed to less than significant. Other mitigation factors considered are:

- Road design (width, gradient, etc.)
- Fire hazard area
- Structures provided with fire sprinklers

Impact Analysis

No Impact. No change to the previous Northeast Hangars MND/IS analysis is necessary. The Proposed Project will not involve an access road in excess of 800 feet in length.

b. Pedestrian/Bicycle

Threshold of Significance Criteria

Impact on Existing and Planned Facilities. A project that will cause actual or potential barriers to existing or planned pedestrian/bicycle facilities may have a significant impact. Determinations of impact significance, both project and cumulative, must be made on a case-by-case basis.

Demand for new or expanded facilities. Projects that generate or attract pedestrian/bicycle traffic volumes meeting requirements for protected highway crossings or pedestrian and bicycle facilities may have a significant impact. Pedestrian overcrossings, traffic signals, and bikeways are examples of these types of facilities. Determinations of impact significance, both project and cumulative, must be made on a case-by-case basis.

Impact Analysis

Less than Significant Impact. The Proposed Project is a hangar development project on an airport and is not expected to generate additional bicycle or pedestrian traffic. Existing bicycle and pedestrian traffic on Las Posas Road will be accommodated by the project's right-turn in/right-turn out only driveway connection to Las Posas Road, the design of which will be subject to City traffic engineer approval.

c. Bus Transit

Threshold of Significance Criteria

Bus transit is an important component of the regional transportation system. A project will normally have a significant impact on bus transit if it would substantially interfere with existing bus transit facilities or routes, or if it would create a substantial increased demand for additional or new bus transit facilities/services.

Impact Analysis

No Impact. *No change to the previous Northeast Hangars MND/IS analysis is necessary.* The Proposed Project is a hangar development project on an airport and will not create a substantial increased demand for additional or new bus transit facilities/services. No interference with existing bus transit facilities or routes will occur. There are no bus routes within Camarillo on the south side of U.S. Highway 101.

d. Railroads

Threshold of Significance Criteria

None. The Proposed Project is not located near a railroad.

Impact Analysis

No Impact. *No change to the previous Northeast Hangars MND/IS analysis is necessary.* The closest railroad tracks are located over one mile from the Proposed Project site to the south in an alignment parallel to State Route (SR) 34.

e. Airports

Threshold of Significance Criteria

Decision-makers must protect airports from land uses that are clearly incompatible and those that tend to impede County's ability to provide safe and adequate public service. Incompatible uses include, but are not limited to: high buildings, residential units, refineries, churches, and schools within the airport sphere of interest. Generally, projects with the potential to generate complaints and concerns, or which are within the sphere of influence of either County-operated airport, would interfere with the County's mission and be deemed as having a significant project-specific and/or cumulative impact. Projects located outside the sphere of influence of any airport are considered to have a less than significant impact.

Impact Analysis

No Impact. No change to the previous Northeast Hangars MND/IS analysis is necessary. The proposed hangar project is fully compatible with, and complementary to, the operations of the airport.

f. Harbor Facilities

Threshold of Significance Criteria

None. The airport and Proposed Project site are not located in proximity to a harbor nor is it located within the Coastal Zone.

Impact Analysis

No Impact. No change to the previous Northeast Hangars MND/IS analysis is necessary. The project area is located approximately eight miles east of the Pacific Ocean and any associated harbors.

g. Pipelines

Threshold of Significance Criteria

A project would have a significant impact if it would substantially interfere with, or compromise the integrity or affect the operation of, an existing pipeline. There may be a cumulative impact on pipelines if, when considered with other pending and recently approved projects, the total effect of the projects causes interference with, or affects the operation of, an existing pipeline.

Impact Analysis

No Impact. No change to the previous Northeast Hangars MND/IS analysis is necessary. There are no pipelines located within the Proposed Project site or airport property. The closest pipelines are located north and west of the airport along SR 118.

28. WATER SUPPLY

a. Quality

Threshold of Significance Criteria

A project that is designed to meet all of the applicable requirements set forth in the following authorities shall not be considered to have a significant impact in this environmental area:

- CHSC, Division 104, Part 13, Chapter 4
- CCR, Title 22, Division 4
- Ventura County Building Code, Article 1, Article 6
- Ventura County Ordinance Code, Division 4, Chapter 8

Note: Domestic water quality regulations for water systems with 15 or more service connections are enforced by the California Department of Public Health.

Impact Analysis

No Impact. *No change to the previous Northeast Hangars MND/IS analysis is necessary.* Project domestic water will be obtained from a public water purveyor operating with a valid permit from either the California Department of Public Health or the Environmental Health Division (i.e., water for the Proposed Project will be obtained from the City). The VCWPD, Groundwater Section, will require a “will-serve” letter from the City stating that they can provide for the water needs related to the project. **If the engineering plans are approved by the City of Camarillo and connection fees have been paid to the City of Camarillo, the City of Camarillo will issue a “will-serve” letter.**

b. Quantity

Threshold of Significance Criteria

This item is either considered significant or not significant based on whether the General Plan requirement is met.

1. A source of water supplied by the following shall be determined to constitute a permanent supply of water. For items a) and b), the source shall constitute a permanent supply if, and only if, the supplier indicates in writing it has a permanent supply for the project.
 - b. Cities, water companies, districts, mutuals, public sources – unless there is a special known adverse situation.

(Continued)

2. General Plan Goals and Policies - Any project that is inconsistent with any of the policies or development standards relating to *water supply - quantity* of the *Ventura County General Plan Goals, Policies and Programs*, may result in a significant environmental impact.
3. A project has the potential to have a significant impact on *water supply - quantity*, if it either individually or cumulatively when combined with recently approved, current, and reasonably foreseeable probable future projects would introduce physical development that would adversely affect the *water supply - quantity* of the hydrologic unit in which the project site is located.

Impact Analysis

Less than Significant. *No change to the previous Northeast Hangars MND/IS analysis is necessary.* For water service to be approved by the City for the Proposed Project, the Applicant must prepare a water impact study which demonstrates that the Proposed Project will not create a new demand on the City's water system. A combination of water conservation measures and other City-required methods will offset the Proposed Project's water use.

c. Fire Flow Requirements

Threshold of Significance Criteria

A project will be considered having a significant impact if:

1. It cannot meet the required fire flow as determined by:
 - a. The Insurance Services Office, Inc. (ISO) Guide for Determination of Required Fire Flow.
 - b. The Ventura County Waterworks Manual (VCWWM).
 - c. VCFPD Fire Code.
 - d. Fire Prevention Standards 14.5.1, 14.5.2, and 14.5.3.
2. If it cannot provide an acceptable mitigation factor (i.e., fire sprinklers to allow for a reduction in the required fire flow).
3. A private water system cannot meet flow, duration, or reliability requirements as defined in the VCWWM and VCFPD Fire Code.

Impact Analysis

No Impact. *No change to the previous Northeast Hangars MND/IS analysis is necessary.* The proposed point of connection to the City system is an existing capped tee located north of the existing Fire Station No. 50 west of Las Posas Road. Plans, profiles, and details prepared by a civil engineer licensed in the State of California will be submitted to the City Public Works Water Division for approval and will be

subject to standard City connection and usage fees.

Prior to project construction, County approvals will also be required, including Zoning Clearance for Use Inauguration, site plan checks, grading plan approvals, and building inspections. For example, the proposed site plan and all improvements will be reviewed by the Building and Safety Division of the County's Resource Management Agency to ensure that the project adheres to state and local laws for building, electrical, mechanical, and plumbing codes.

29. WASTE TREATMENT AND DISPOSAL FACILITIES

a. Individual Sewage Disposal System (i.e., Septic System)

Threshold of Significance Criteria

None applicable. The project proposes to connect to the City's sewer system.

Impact Analysis

No Impact. No change to the previous Northeast Hangars MND/IS analysis is necessary. The Proposed Project will not utilize an on-site wastewater treatment system.

b. Sewage Collection/Treatment Facilities

Threshold of Significance Criteria

A project that is designed to meet all of the applicable requirements set forth in the following authorities shall not be considered to have a significant impact in this environmental area:

- Porter-Cologne Water Quality Control Act (California Water Code)
- CCR, Title 22
- California RWQCB Basin Plans
- Uniform Plumbing Code
- Ventura County Building Code

Impact Analysis

No Impact. No change to the previous Northeast Hangars MND/IS analysis is necessary. Sewer service will be accomplished via a connection to the City's Camarillo Sanitary District sewer in Las Posas Road. No improvements to the City's Camarillo Sanitary District's existing facilities are required to accommodate the Proposed Project.

Plans, profiles, and details prepared by a civil engineer licensed in the State of California will be submitted to the County Water and Sanitation Department and the County Building and Safety Division of the Resource Management Agency for approval. ~~Once the private installation has been approved, application for City sewer service will be made.~~ **Once the engineered plans are approved by the City of Camarillo/Camarillo Sanitary District, application to the Camarillo Sanitary District sewer service permit will be submitted. Camarillo Sanitary District will issue a "will-serve" letter if the engineering plans are approved by the City of Camarillo/Camarillo Sanitary District and connection fees have been paid to the Camarillo Sanitary District.**

c. Solid Waste Management

Threshold of Significance Criteria

Does the proposed project have a direct or indirect adverse effect on a landfill such that impairs the landfill's disposal capacity in terms of reducing its useful life to less than 15 years? If it does, then the project has a potentially significant impact on the demand for solid waste disposal capacity.

Impact Analysis

Less than Significant. *No change to the previous Northeast Hangars MND/IS analysis is necessary.* The proposed hangar project will generate minimal amounts of solid waste in the long term. The Proposed Project will be required to meet the diversion goals of AB 939, which mandates that all cities and counties in the state divert a minimum of 50 percent of their jurisdiction's solid waste from landfill disposal through waste reduction, reuse, recycling, or composting. To meet the requirements of this law, as well as the requirements of two Ventura County ordinances, the County's Integrated Waste Management Division (IWMD) requires that proposed discretionary projects reuse, salvage, or recycle materials, such as wood, metal, green waste, concrete, drywall, paper, cardboard, and carpet.

The County IWMD diversion requirement is 60 percent for construction or demolition projects. To meet this requirement, the contractor will be required to complete IWMD's Form B (Recycling Plan) and submit it to IWMD for review and approval. At the conclusion of construction or demolition, applicants must submit a final report (Form C) to the IWMD for approval. Receipts and/or documentation of reuse and salvage are required to verify that recyclable materials were diverted from the landfill. IWMD staff will help applicants prepare their final reports.

d. Solid Waste Facilities

Threshold of Significance Criteria

None applicable. The project proposed does not involve solid waste operations subject to solid waste regulations.

Impact Analysis

No Impact. No change to the previous Northeast Hangars MND/IS analysis is necessary. The Proposed Project does not involve a solid waste facility.

30. UTILITIES

Threshold of Significance Criteria

Any project that would individually or cumulatively: 1) cause a disruption or re-routing of an existing utility facility; or 2) increase demand on a utility that results in expansion of an existing utility facility which has the potential for secondary environmental impacts has the potential for significant impacts. Significance must be determined on a case-by-case basis.

Impact Analysis

No Impact. No change to the previous Northeast Hangars MND/IS analysis is necessary. Electrical service for the development will be provided by Southern California Edison (SCE). An existing high voltage electrical vault located on the southeastern edge of the project site is already available. In addition to substructure requirements of SCE, final inspection of the meter panel by the County electrical engineer is also necessary. Once completed, SCE will own the improvements up to, and including, the meter panels and meters. The primary electrical conduit will be located underneath the main taxiway and will contain an electrical line, as well as cable, telephone, and internet (CTI).

The CTI provider for the airport is Verizon. The project will connect to the nearest CTI connection point, which is located near the existing SCE vault on the west side of Las Posas Road. Verizon does its own inspection of the substructures, and no other permits are required. Similar to SCE, Verizon owns the utilities up to, and including, the telecommunications panel.

The natural gas provider to the airport is SoCalGas. However, gas facilities are not part of the proposed airport development. The closest gas pipeline to the project at this time is within the Las Posas Road right-of-way.

31. FLOOD CONTROL FACILITIES/WATERCOURSES

a. Watercourses - VCWPD Facilities

Threshold of Significance Criteria

Any project that will, either directly or indirectly, impact flood control facilities and watercourses by obstructing, impairing, diverting, impeding, or altering the characteristics of the flow of water, resulting in exposing adjacent property and the community to increased risk for flood hazards shall be considered to have a potentially significant impact. Specific examples of potentially significant impacts include:

- *Porter-Cologne Water Quality Control Act* (California Water Code)
- CCR, Title 22
- California RWQCB Basin Plans
- Uniform Plumbing Code
- Ventura County Building Code

The following standards shall be used in evaluating the impacts to flood control and drainage facilities:

1. Reducing the capacity of flood control facilities and watercourses. This includes the planting of any vegetation within the watercourse or on the banks thereof.
2. Eroding watercourse bed and banks due to high velocities, changes in adjacent land use, encroachments into the channel, such as bridges, and loading the top of the channel embankment with structures.
3. Deposition of any material of any kind in a watercourse.
4. Placement of a structure that encroaches on a flood control facility or that does not have sufficient setback from a watercourse.
 - Ventura County Flood Control District Ordinance No. FC 18 as amended
 - Ventura County Flood Control District Design Manual, 1968 ed. as amended
 - VCWPD Hydrology Manual, 2006 ed. as amended

Any project that does not comply with the above standards is regarded as having a potentially significant project and cumulative impact.

Impact Analysis

Less than Significant. Proposed drainage for the project will be collected and conveyed to an underground detention feature designed to store the excess runoff volume caused by the increase in impervious cover occurring due to the proposed site improvements. The post-development runoff flows will be the same as the pre-development levels. A proposed connection to the Camarillo Hills Drainage will meet all requirements of the VCWPD, including required plans and hydrology study.

A final drainage report and plans will be submitted to the VCWPD for review and approval.

b. Watercourses - Other Facilities

Threshold of Significance Criteria

The VCWPD's Comprehensive Plan defines those channels subject to the VCWPD's regulatory authority. The natural and man-made channels and facilities not under the VCWPD's authority, and the impacts thereon, are the focus of review under this guideline.

In reviewing a project for impacts, the following are to be given consideration:

- The possibility of deposition of sediment and debris materials within existing channels and allied obstruction of flow.
- The capacity of the channel and the potential for overflow during design storm conditions.
- The potential for increased runoff and the effects on Areas of Special Flood Hazard and regulatory channels both on- and off-site.

Flow to and from natural and man-made drainage channels and facilities are regulated through building design and construction standards set forth in the following regulations, manuals and standards:

- 2007 Ventura County Building Code Ordinance No.4369 (adopted November 20, 2007)
- Ventura County Land Development Manual
- Ventura County Subdivision Ordinance
- Ventura County Coastal Zoning Ordinance
- Ventura County Standard Land Development Specifications
- Ventura County Road Standards
- VCWPD Hydrology Manual
- County of Ventura Stormwater Quality Ordinance, Ordinance No. 4142 (adopted July 22, 1997)
- Ventura County Hillside Erosion Control Ordinance, Ordinance No. 3539 (adopted April 7, 1981) and Ordinance No. 3683 (adopted March 20, 1984)
- Ventura County Municipal Storm Water NPDES Permit
- State General Construction Permit
- State General Industrial Permit
- NPDES

Any increase in flow to and from natural and man-made drainage channels and facilities is required to be considered within the existing framework of grading and building code ordinances, which apply to all sites and projects. Any project that does not comply with the requirements of the above regulations, manuals, and standards is considered as having a potentially significant project and cumulative impact.

Impact Analysis

No Impact. The Proposed Project will convey on-site runoff to VCWPD's Camarillo Hills Drain. No drainage channels outside of the VCWPD's jurisdiction will be impacted.

32. LAW ENFORCEMENT/EMERGENCY SERVICES

Threshold of Significance Criteria

None. The Proposed Project is not on the ISAG list of the types of projects with the potential to increase demand for law enforcement or emergency services.

Impact Analysis

No Impact. No change to the previous Northeast Hangars MND/IS analysis is necessary. Airport security is provided by County Department of Airport Operations Officers; emergency services are provided via the on-airport Fire Station No. 50, as well as a mutual aid agreement with the VCFPD. Development of additional hangars within the secured area of the airport will not create significant additional demand on law enforcement or emergency services.

33. FIRE PROTECTION

a. Distance and Response Time

Threshold of Significance Criteria

Project distance from a full-time paid fire department is considered a significant impact if the project is in excess of five miles, measured from the apron of the fire station to the structure or pad of the proposed structure.

The response time required to service a proposed project is more difficult to forecast due to many variables (such as stop signs, grade, curves, road conditions, weather, traffic congestion, road design, etc.). This information is not always available during the Initial Study period. However, if it appears that a response time would be in excess of 12 minutes, it would signify a significant impact.

Impact Analysis

No Impact. No change to the previous Northeast Hangars MND/IS analysis is necessary. The Proposed Project is located less than 800 feet from Fire Station No. 50, which is just south of the project site.

b. Personnel, Equipment, and Facilities

Threshold of Significance Criteria

It has been determined that one firefighter is required per every 3,000-4,000 persons, depending on density. In order to provide that one firefighter 24 hours per day, 365 days a year, it is necessary to have four firefighter employees. The salaries for these firefighters are not compensated for by a lump sum but are to be accommodated with increased revenue from assessed value. Therefore, most projects will have an impact on personnel due to increased needs for service, but it would not be significant due to increases in assessed value to compensate for increases in staffing.

Equipment and facility concerns become significant when the magnitude of the project or the distance from existing facilities indicates that a new facility or additional equipment would be required within the Proposed Project. Mitigation measures, such as dedication of land for a building site and availability of facility funds, could change the significant impact to less than significant.

Impact Analysis

No Impact. *No change to the previous Northeast Hangars MND/IS analysis is necessary.* The Proposed Project is located less than 800 feet from Fire Station No. 50, which is just south of the project site. Fire Station No. 50 is not only an aircraft rescue and firefighting facility, but it is a hazardous material response station. It is staffed daily with five firefighters and houses a pumper, a crash truck, a tractor-trailer haz-mat unit, a squad, and a pick-up. No increase in staff or equipment is necessary to adequately serve additional hangars in the northeast corner of the airport.

34. EDUCATION

a. Schools

Threshold of Significance Criteria

A project will normally have a significant impact on school facilities if it would substantially interfere with the operations of an existing school facility.

Impact Analysis

No Impact. *No change to the previous Northeast Hangars MND/IS analysis is necessary.* The Proposed Project is located within the airport and is approximately 0.25 mile from the closest schools, which are in the mixed-use area to the south of the airport. No changes to the operation of these schools will occur because of the project.

b. Libraries

Threshold of Significance Criteria

A project has a significant project-specific impact on public library facilities and services if it would substantially interfere with the operations of an existing public library facility, put additional demands on a public library facility which is currently deemed overcrowded, or limit the ability of individuals to access public library facilities by private vehicle or alternative transportation modes. A project has a cumulative impact on public library facilities and services if the project, in combination with other approved projects in its vicinity, would cause a public library facility to become overcrowded.

Impact Analysis

No Impact. *No change to the previous Northeast Hangars MND/IS analysis is necessary.* The Proposed Project is located almost four miles from the Camarillo Public Library, located at 4101 Las Posas Road, and will not generate additional demand for library services or interfere with its operations or access.

35. RECREATION

Threshold of Significance Criteria

A project will have a significant impact on recreation if it would cause an increase in the demand for recreation, parks, and/or trails and corridors or would cause a decrease in recreation, parks, and/or trails or corridors when measured against the following standards. Such standards are multi-jurisdictional in terms of supply and are to be used as a method of measuring whether an impact will be significant to the point of requiring an Environmental Impact Report.

- Local Parks/Facilities - 5 acres of developable land (less than 15% slope) per 1,000 population.
- Regional Parks/Facilities - 5 acres of developable land per 1,000 population.
- Regional Trails/Corridors - 2.5 miles per 1,000 population.

A project will also have a significant impact on recreation if it would impede future development of Recreation Parks/Facilities and/or Regional Trails/Corridors.

Impact Analysis

No Impact. *No change to the previous Northeast Hangars MND/IS analysis is necessary.* The Proposed Project is located within the airport and will not impede future development of recreational parks, facilities, or trails/corridors. No additional demand for such facilities will be generated due to the project.

MANDATORY FINDINGS OF SIGNIFICANCE

SECTION C

Mandatory Findings of Significance

Based on the information contained within Section B:	Yes/Maybe	No
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	X	
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	X	
3. 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 effect of other current projects, and the effect of probable future projects. (Several projects may have relatively small individual impacts on two or more resources, but the total of those impacts on the environment is significant.)	X	
4. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	X	

Based on the Mitigation Monitoring and Reporting Program (MMRP) for the previously approved Northeast Hangars Mitigated Negative Declaration/Initial Study (Northeast Hangars MND/IS), the following mitigation measures are also required for the CloudNine hangar development project (Proposed Project):

- Provision of construction worker education training programs for nesting birds;
- Completion of burrowing owl habitat assessment and occupancy surveys;
- Avoidance of avian nesting seasons for site preparation, ground-disturbance, and construction activities or appropriate avoidance buffers;
- Implementation of a 100-foot construction buffer from drainage features and/or appropriate best management practices (BMPs);
- Completion of a project-specific geologic/geotechnical report to evaluate liquefaction potential and on-site soil conditions; and
- Payment of County traffic impact mitigation fees (TIMF).

Additional mitigation measures for air quality impacts, liquefaction potential, and on-site soil conditions are necessary to mitigate the impacts of the Proposed Project below a level of significance. The Proposed Project's MMRP will, therefore, include all the following measures as part of project approval:

Air Quality (Construction Only)

1. All off-road construction equipment greater than 50 horsepower (hp) shall meet Tier 4 emission standards, where available, to reduce ROC and NO_x emissions at the project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by the California Air Resources Board (CARB) to the maximum feasible extent. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified Tier specification, BACT documentation, and CARB or Ventura County Air Pollution Control District (VCAPCD) operating permit shall be provided.
2. The project shall comply with the provisions of the applicable VCAPCD Rules and Regulations, including but not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust) and Section 7.4.3 of the *Ventura County Air Quality Assessment Guidelines* (2003) to minimize fugitive dust, particulate matter, and the creation of ozone precursor emissions that may result during construction of the Proposed Project as follows:
 - The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust;
 - Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water should penetrate sufficiently to minimize fugitive dust during grading activities;
 - All trucks shall cover their loads as required by California Vehicle Code §23114;
 - Fugitive dust throughout the construction site shall be controlled using a watering truck or equivalent means (except during and immediately after rainfall). Water shall be applied to all unpaved roads, unpaved parking areas or staging areas, and active portions of the construction site. Environmentally safe dust control agents may be used in lieu of watering;
 - Signs shall be posted on-site limiting traffic to 15 miles per hour or less;
 - All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties). During periods of high winds, all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site;
 - Construction equipment shall not have visible emissions, except when under load;

- Construction equipment shall not idle for more than five (5) consecutive minutes. The idling limit does not apply to: (1) idling when queuing; (2) idling to verify that the vehicle is in safe operating condition; (3) idling for testing, servicing, repairing or diagnostic purposes; (4) idling necessary to accomplish work for which the vehicle was designed (such as operating a crane); (5) idling required to bring the machine system to operating temperature; and (6) idling necessary to ensure safe operation of the vehicle; and
- Signs displaying the VCAPCD Complaint Line Telephone number for public complaints shall be posted in a prominent location visible to the public off the site: (805) 645-1400 during business hours and (805) 654-2797 after hours.

Biological Resources (same as previously approved Northeast Hangar project)

The following avoidance and minimization measures are recommended to reduce potential direct or indirect impacts to federally protected or other special-status species or sensitive habitat. With implementation of these measures, significant impacts to biological resources are not anticipated to result from project activities.

1. Prior to grading and/or construction activities, and during mobilization, all personnel associated with the project shall attend a worker education training program, conducted by a qualified biologist, to avoid or reduce impacts on sensitive biological resources, including nesting birds.
2. A habitat assessment (and potential breeding and/or non-breeding season surveys) for burrowing owl is recommended per the *Staff Report on Burrowing Owl Mitigation* (California Department of Fish and Wildlife (CDFW) 2012), including the following:
 - a. Habitat Assessment Survey: a qualified biologist shall conduct a site visit of entire project area and surrounding vicinity within approximately 500 feet to identify suitable habitat (i.e., burrows) and sign of burrowing owl presence or use, and to determine the need for subsequent occupancy surveys. It is recommended that the habitat assessment survey be conducted approximately one year prior to construction to allow sufficient time to complete occupancy surveys, if required.
 - b. Occupancy Surveys: If suitable habitat/burrows or signs of use are identified, a qualified biologist shall conduct occupancy surveys (described below) to determine presence of burrowing owls in the project area and surrounding vicinity and to establish suitable avoidance or mitigation recommendations (e.g., avoidance buffers, passive relocation if approved by CDFW). The habitat assessment survey may be counted as one of the occupancy surveys.
 - i. Breeding season surveys: If suitable habitat is identified, a qualified biologist shall conduct four (4) survey visits. At least one site visit shall be conducted between February 15 and April 15. A minimum of three additional survey visits, at least three weeks apart, shall be conducted between April 15 and July 15, with at least one visit after June 15.
 - ii. Non-breeding season surveys: If suitable habitat is identified, a qualified biologist shall conduct four (4) occupancy surveys spread evenly throughout the non-breeding season (September 1- January 31).

3. To the maximum extent possible, site preparation, ground-disturbing, and construction activities shall be conducted outside of the avian nesting season (February 1-August 31). If such activities are required during this period, a qualified biologist shall conduct preconstruction nesting bird surveys to verify that migratory birds (including burrowing owl) are not actively nesting within the site or within areas that could be impacted by construction activities (typically 50 feet for passerines or 250 feet for raptors). If nesting activity is detected, the following measures shall be implemented:
 - a. The project shall be modified as necessary to avoid direct take of identified nests, eggs, and/or young protected under the *Migratory Bird Treaty Act* (MBTA); and/or,
 - b. The biologist shall establish an avoidance buffer around active nest sites (up to 500 feet, to be designated and adjusted by the biological monitor). Construction activities within the established buffer zone shall be prohibited until the young have fledged the nest and achieved independence.
4. All refueling, maintenance, and staging of equipment and vehicles shall occur at least 100 feet from drainage features, and not in a location from where a spill would drain directly toward drainage features. If staging of equipment is required within 100 feet of a drainage feature, appropriate BMPs (e.g., straw wattles, silt fencing) shall be installed between the stage equipment and the drainage and maintained until construction is complete and staging areas are restored. Appropriate spill prevention and cleanup kits shall be readily available on-site, and any accidental spills shall be promptly cleaned up.

Liquefaction, Expansive Soils, and Subsidence Hazard

The Applicant has prepared a site-specific geotechnical report as required by the previous Northeast Hangars MND/IS mitigation. Recommendations regarding site construction and design, including the following measures for expansive soils, shall be incorporated into the Proposed Project:

- The upper site soils shall be excavated and recompact to provide a relatively uniform blanket of newly placed compacted fill for support of the proposed structures.
- Expansion index tests shall be performed on the finished pads at the completion of grading, to confirm the expansion index of the blended, recompact upper site soils.

Transportation and Circulation – Roads and Highways - Level of Service (Cumulative Level of Service Impact Only) (same as previously approved Northeast Hangar project)

In keeping with County policy, the airport will be required to pay cumulative TIMFs prior to the receipt of building permits. The City of Camarillo and County of Ventura have executed a “Reciprocal Traffic Mitigation Agreement” wherein the City and the County have agreed to share the cost of mitigations for impacts to each jurisdiction’s facilities. The project will offset its incremental impact to the County roadway network by contributing to the reciprocal fee program.

DETERMINATION OF ENVIRONMENTAL DOCUMENTATION

SECTION D

Determination of Environmental Documentation

On the basis of this initial evaluation:

<input type="checkbox"/>	I find the proposed project could not have a significant effect on the environment, and a Negative Declaration should be prepared.
<input checked="" type="checkbox"/>	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 the mitigation measure(s) described in section C of the Initial Study will be applied to the project. A Mitigated Negative Declaration should be prepared.
<input type="checkbox"/>	I find the proposed project, individually and/or cumulatively, MAY have a significant effect on the environment and an Environmental Impact Report is required.
<input type="checkbox"/>	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An Environmental Impact Report is required, but it must analyze only the effects that remain to be addressed.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or Negative Declaration pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required .



 Signature of Person Responsible for
 Administering the Project

2/3/20

 Date

REFERENCES AND DOCUMENT PREPARERS

SECTION E

References and Document Preparers

1. REFERENCES

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2. DOCUMENT PREPARERS

Persons responsible for preparation of this Initial Study document and significant supporting background analysis and materials are listed below:

NAME	EXPERTISE	PROFESSIONAL EXPERIENCE
<i>Coffman Associates</i>		
Steve Benson	Airport Master Planning and Airport Forecasting	B.S., Civil Engineering. Responsible for master planning, including aircraft forecasting.
Judi Krauss	Land Use Planning; Environmental Analysis and Documentation; Socioeconomics	M.A., Economics; B.A., Environmental Studies. Transportation and land use planning, socioeconomic studies, and environmental analysis/documentation. Experienced in managing complex, multi-disciplined, environmental studies under the <i>National Environmental Policy Act</i> and the (<i>California Environmental Quality Act</i>).
Kory Lewis	Land Use Planning, Environmental Analysis and Documentation, Noise Monitoring and Assessment, Air Quality Analysis	Masters, Urban Planning; B.A., Geography. Experience in land use management, air quality and noise assessment, and preparation of environmental documentation for airport development projects. Expertise in air quality, noise, and visual impact computer modeling programs.

CAMARILLO AIRPORT NORTHEAST HANGAR DEVELOPMENT - MITIGATION MONITORING AND REPORTING PROGRAM

**MITIGATION, MONITORING, AND REPORTING PROGRAM
FOR THE
NORTHEAST HANGAR DEVELOPMENT PROJECT
AT CAMARILLO AIRPORT**

The following mitigation, monitoring, and reporting program (MMRP) has been prepared pursuant to Section 15097 of the *California Environmental Quality Act* (CEQA). Section 15097 requires all State and local agencies establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a mitigated Negative Declaration or specified environmental findings related to Environmental Impact Reports.

The following MMRP for the proposed Northeast Hangar Development Project at Camarillo Airport describes the mitigation measures identified in the Initial Study, identifies responsible entities for implementing and monitoring the plan, and outlines the mitigation measure timeline. The MMRP is to be used by County of Ventura Department of Airport staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. The MMRP will provide for monitoring activities prior to construction, during construction, and following project completion.

In addition, the project will be subject to existing and required permit conditions, including but not limited to, the County's National Pollutant Discharge Elimination System permit, and various County and City of Camarillo reviews and approvals as discussed within the Initial Study (Section B).

County Department of Airport staff will be responsible for the following:

- On-site, day-to-day monitoring of construction activities;
- Reviewing construction plans and equipment staging/access plans to ensure conformance with adopted mitigation measures;
- Ensuring contractor knowledge of and compliance with the MMRP;
- Obtaining assistance, as necessary, from technical experts in order to develop site-specific procedures for implementing the mitigation measures; and
- Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

CAMARILLO AIRPORT NORTHEAST HANGAR DEVELOPMENT PROJECT

Mitigation, Monitoring, and Reporting Program

Potential Impact	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
Biological Resources (Project-Specific & Cumulative):					
Direct construction-related impacts to nesting birds could occur.	<p>1. Prior to grading and/or construction activities, and during mobilization, all personnel associated with the project shall attend a worker education training program, conducted by a qualified biologist, to avoid or reduce impacts on sensitive biological resources, including nesting birds.</p> <p>2. Pursuant to the CDFW comment letter for the proposed project dated September 16, 2015, and the project's Biological Resources Survey Report, a habitat assessment (and potential breeding and/or non-breeding season surveys) for burrowing owl is recommended per the <i>Staff Report on Burrowing Owl Mitigation</i> (CDFW 2012), including the following:</p> <p>a. <u>Habitat Assessment Survey</u>: a qualified biologist shall conduct a site visit of entire project area and surrounding vicinity within approximately 500 feet to identify suitable habitat (i.e., burrows) and sign of burrowing owl presence or use, and to determine the need for subsequent occupancy surveys. It is recommended that the habitat assessment survey be conducted approximately one year prior to construction to allow sufficient time to complete occupancy surveys, if required.</p>	County DOA	Airport staff	Prior to ground disturbance.	

CAMARILLO AIRPORT NORTHEAST HANGAR DEVELOPMENT PROJECT

Mitigation, Monitoring, and Reporting Program

Potential Impact	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
Biological Resources (Project-Specific & Cumulative) (CONTINUED):					
	<p>b. <u>Occupancy Surveys</u>: If suitable habitat/burrows or signs of use are identified, a qualified biologist shall conduct occupancy surveys (described below) to determine presence of burrowing owls in the project area and surrounding vicinity and to establish suitable avoidance or mitigation recommendations (e.g., avoidance buffers, passive relocation if approved by CDFW). The habitat assessment survey may be counted as one of the occupancy surveys.</p> <p>i. Breeding season surveys: If suitable habitat is identified, a qualified biologist shall conduct four (4) survey visits. At least one site visit shall be conducted between February 15 and April 15. A minimum of three additional survey visits, at least three weeks apart, shall be conducted between April 15 and July 15, with at least one visit after June 15.</p> <p>ii. Non-breeding season surveys: If suitable habitat is identified, a qualified biologist shall conduct four (4) occupancy surveys spread evenly throughout the non-breeding season (September 1- January 31).</p>				

CAMARILLO AIRPORT NORTHEAST HANGAR DEVELOPMENT PROJECT

Mitigation, Monitoring, and Reporting Program

Potential Impact	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
Biological Resources (Project-Specific & Cumulative) (CONTINUED):					
	<p>3. To the maximum extent possible, site preparation, ground-disturbing, and construction activities shall be conducted outside of the avian nesting season (February 1-August 31). If such activities are required during this period, a qualified biologist shall conduct preconstruction nesting bird surveys to verify that migratory birds (including burrowing owl) are not actively nesting within the site or within areas that could be impacted by construction activities (typically 50 feet for passerines or 250 feet for raptors). If nesting activity is detected, the following measures shall be implemented:</p> <p>a. The project shall be modified as necessary to avoid direct take of identified nests, eggs, and/or young protected under the MBTA; and/or,</p> <p>b. The biologist shall establish an avoidance buffer around active nest sites (up to 500 feet, to be designated and adjusted by the biological monitor). Construction activities within the established buffer zone shall be prohibited until the young have fledged the nest and achieved independence.</p>				

CAMARILLO AIRPORT NORTHEAST HANGAR DEVELOPMENT PROJECT

Mitigation, Monitoring, and Reporting Program

Potential Impact	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
Biological Resources (Project-Specific):					
Indirect construction-related impacts to nearby drainages could occur.	All refueling, maintenance, and staging of equipment and vehicles shall occur at least 100 feet from drainage features, and not in a location from where a spill would drain directly toward drainage features. If staging of equipment is required within 100 feet of a drainage feature, appropriate BMPs (e.g., straw wattles, silt fencing) shall be installed between the stage equipment and the drainage and maintained until construction is complete and staging areas are restored. Appropriate spill prevention and cleanup kits shall be readily available on site and any accidental spills shall be promptly cleaned up.	County DOA	Airport staff	During construction activity	
Liquefaction, Expansive Soils, & Subsidence Hazards (Project-Specific):					
The project site is located within a liquefaction and probable subsidence area, as well as having medium expansion soils on County hazard maps.	Prior to project approval and final project design, a project-specific geologic/geotechnical report shall be prepared that has evaluated the liquefaction potential and onsite soil conditions of the site and recommended appropriate mitigative techniques. This report, and its recommendations, will include an evaluation consistent with the <i>City of Camarillo Guidelines for the Preparation of Geotechnical and Geological Studies</i> (2008) and will be subject to review by the County Public Works Agency and/or the City of Camarillo Engineer. Prior to final building approval, the County and/or City will work with the engineer and contractor to ensure that the appropriate engineering and construction practices are followed.	County DOA	County PWA and/or City engineer	Prior to site design approval	

CAMARILLO AIRPORT NORTHEAST HANGAR DEVELOPMENT PROJECT

Mitigation, Monitoring, and Reporting Program

Potential Impact	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
Transportation & Circulation (Cumulative Level of Service; Project-Specific Safety & Design of Public Roads):					
Project-related trips may exceed cumulative LOS and project-specific substandard roadway segments significance thresholds.	In keeping with County policy, the airport will be required to pay cumulative TIMFs prior to the receipt of building permits. These fees are established based on building square footage or on anticipated project ADT (Ventura County One-Stop Permitting website).	County PWA	County PWA	Prior to building permit approval	

CFDW = California Department of Fish and Wildlife

DOA = Department of Airports

MBTA = *Migratory Bird Treaty Act*

BMPs = best management practices

PWA = Public Works Agency

LOS = level of service

TIMFs = traffic impact mitigation fees

ADT = average daily traffic

NOISE, AIR POLLUTANT, AND GREENHOUSE GAS MODELING

Appendix B

NOISE, AIR POLLUTANT, AND GREENHOUSE GAS MODELING

NOISE MODELING METHODOLOGY

The standard methodology for analyzing noise conditions at airports involves the use of a computer simulation model. The Airport Environmental Design Tool, Version 2d (AEDT) is required by the Federal Aviation Administration (FAA) for developing noise exposure contours. AEDT is designed to predict annual average aircraft noise conditions at a given geographic location. The purpose of the noise model is to produce noise exposure contours that are overlain on a map of the airport and vicinity to graphically represent aircraft noise conditions.

For the purposes of this report, Community Noise Equivalent Level (CNEL) noise exposure contours were prepared. CNEL accounts for the increased sensitivity during the evening hours (7:00 PM to 10:00 PM) and nighttime hours (10:00 PM to 7:00 AM). A 10-decibel weighting is applied to noise events occurring at night, and a 4.8-decibel weighting is applied to those occurring during the evening hours. CNEL is a summation metric which allows for objective analysis and can describe noise exposure comprehensively over a large area. In addition to being widely accepted, the primary benefit of using the CNEL metric is that it accounts for the average community response to noise as determined by the actual number and types of noise events and the time of day they occur.

To achieve an accurate representation of an airport's noise conditions, the AEDT incorporates a combination of industry standard information and user-supplied inputs specific to the airport. The software provides noise characteristics, standard flight profiles, and manufacturer-supplied flight procedures for aircraft within the United States (U.S.) civil and military fleets, including those which commonly operate

at Camarillo Airport (airport). As each aircraft has different design and operating characteristics (number and type of engines, weight, and thrust levels), each aircraft emits different noise levels. Based on AEDT-provided and user inputs, aircraft sound exposure for the annual average day is calculated for the points in a grid covering the airport and surrounding areas. The grid values, represented with the CNEL, at each intersection point on the grid represent a noise level for that geographic location. To create the noise contours, a line linking equal values, similar to those on a topographic map, is drawn which connects points of the same DNL noise value. In the same way that a topographic contour represents the same elevation, the noise contour identifies equal noise exposure.

The AEDT contains database tables correlating noise, thrust settings, and flight profiles for most of the civilian aircraft and many common military aircraft operating in the U.S. This database, often referred to as the noise curve data, has been developed under FAA guidance based on rigorous noise monitoring in controlled settings. This information was developed through more than a decade of research, including extensive field measurements of more than 10,000 aircraft operations. The database also includes performance data for each aircraft to allow for the computation of airport-specific flight profiles (rates of climb and descent).

Airport-specific information, including runway configuration, flight paths, aircraft fleet mix, runway use distribution, elevation, atmospheric conditions, and numbers of daytime and nighttime operations, are also used as modeling inputs. Specific modeling assumptions for Camarillo Airport are discussed in the following sections and were derived from the *Camarillo Airport Master Plan* (County of Ventura Department of Airports 2011).

AIRCRAFT FLEET MIX AND OPERATIONS

Database Selection

Noise emissions from an aircraft vary by the type and number of engines, as well as the airframe. AEDT provides more than 3,000 engine and airframe combinations to represent many of the aircraft operating in the United States. **Table B1** lists the existing condition with and without operations associated with the proposed Cloud 9 development. As noted in the table, the Proposed Project contours were modeled with additional turboprop and business jet aircraft which are anticipated to operate at the airport as a result of the proposed Cloud 9 development.

Based on preliminary assumptions, ten fixed wing aircraft and one helicopter will be stored in the Cloud 9 hangars. The additional aircraft associated with the Cloud 9 hangars assumed for the noise modeling are summarized in **Table B2**. It is assumed that each fixed aircraft will perform six operations (takeoff or landing) per week, for a total of 312 annual operations per aircraft. For the helicopter, two daily operations are assumed, for a total of 730. These operations are in addition to the Existing baseline condition.

TABLE B1
Aircraft Fleet Mix and Operations
Camarillo Airport

	AEDT Designator	Existing	Existing with Proposed Project
Itinerant			
Single Engine Fixed Pitch Propeller	GASEPF	27,450	27,450
Single Engine Variable Pitch Propeller	GASEPV	27,450	27,450
Beech Baron	BEC58P	5,876	5,876
Turboprop	DHC6	954	954
Turboprop	CNA441	2,233	2,233
Turboprop	Pilatus PC-12	590	1,214
Turboprop	SF340	20	20
Turboprop	CNA208	52	52
Turboprop	C130	90	90
Small Jet	CNA510	626	626
Small Jet	CNA525C	883	883
Small Jet	ECLIPSE500	266	266
Small Jet	CNA500	688	688
Medium Jet	CNA680	112	112
Medium Jet	CNA560U	118	118
Medium Jet	LEAR35	464	464
Medium Jet	IA1125	364	1,612
Large Jet	GIV	260	572
Large Jet	GV	722	1,346
Large Jet	737700	14	326
Large Jet	CL600	842	842
Large Jet	C17	4	4
Large Jet	CNA750	1,020	1,020
Large Jet	EMB145	28	28
Military	F16A	14	14
Helicopter	B206L	6,012	6,742
Local			
Single Engine Fixed Pitch Propeller	GASEPF	30,519	30,519
Single Engine Variable Pitch Propeller	GASEPV	30,519	30,519
Multi Engine Piston	BEC58P	6,404	6,404
Itinerant Total		77,151	81,001
Local Total		67,441	67,441
Total		144,592	148,442

Source: RKR, Incorporated and Coffman Associates analysis

TABLE B2
Cloud 9 Hangar Aircraft
Camarillo Airport

Hangar	Type	Annual Operations	Hangar	Type	Annual Operations
1	Falcon 7X	312	3	Hawker 800	312
1	PC-12	312	3	PC-12	312
1	Hawker 800	312	3	G650	312
1	Hawker 800	312	4	Boeing Business Jet	312
2	G280	312	4	Bell Jet Ranger 206	730
2	G650	312	TOTAL OPERATIONS		3,850

Source: RKR, Incorporated and Coffman Associates analysis

Time-of-Day

The time-of-day which aircraft operations occur is important as input to the AEDT due to the 10-decibel nighttime (10:00 PM to 7:00 AM) and 4.8-decibel evening (7:00 PM to 10:00 PM) weighting of flights. In calculating airport noise exposure, one operation at night has the same noise emission value as 10 operations during the day by the same aircraft.

Time-of-day information was derived from FAA Traffic Flow Management System Counts (January-December 2018). **Table B3** summarizes the nighttime operations assumptions for the CNEL evening and nighttime hours.

Table B3 CNEL Evening and Nighttime Activity Percentages Camarillo Airport		
Operation Type	Evening	Nighttime
Civilian Itinerant	20%	15%
Civilian Local	10%	10%
Military Itinerant	10%	10%
Military Local	10%	10%

Source: FAA Traffic Flow Management System Counts (January-December 2018), Coffman Associates analysis

Runway and Helipad Use

Runway use indicates the typical paths aircraft fly when arriving or departing from the airport. Based on the assumptions from the *Camarillo Airport Master Plan*, Runway 8 is used 15 percent of the time and Runway 26 is used 85 percent of the time. These assumptions were used for all aircraft types.

Flight Tracks

Flight patterns can be categorized within the following types: arrivals, departures, and local or touch-and-go. Arrivals and departures correspond to itinerant traffic traveling to or from the airport, while local operations represent those operations conducted within the local traffic pattern. The touch-and-go nomenclature refers to an aircraft landing briefly on the runway and then resuming flight. Pilots use this technique to practice landings or other procedures. These paths are included in the model to indicate where each aircraft type operates.

The AEDT arrival, departure, and local flight tracks and operations distribution for this report are based on the flight tracks included in the *Camarillo Airport Master Plan*.

Flight Profiles

The standard arrival profile used in the AEDT program is a three-degree approach. No indication was given by airport staff that there was any variation on this standard procedure for civilian aircraft. Therefore, the standard approach was included in the model as representative of local operating conditions.

AIR POLLUTANT EMISSIONS

Aircraft

Air quality in a given location is described by the concentrations of various pollutants in the atmosphere. For Criteria Pollutants, the significance of a pollutant concentration is determined by comparing it to the federal and state ambient air quality standards. The U.S. Environmental Protection Agency (EPA) has established National Ambient Air Quality Standards (NAAQS) for six pollutants: carbon monoxide (CO), nitrogen dioxide (NO₂), sulphur dioxide (SO₂), ozone (O₃), particulate matter (PM₁₀ and PM_{2.5}), and lead (Pb). Based upon both federal and state air quality standards, a specific geographic area can be classified under the federal and state *Clean Air Act* (CAA) as either being an “attainment,” “non-attainment,” or “maintenance” area for each criteria pollutant. The criterion for non-attainment designation varies by pollutant.

In addition to noise modeling, AEDT may also be used to calculate air pollutant emissions related to aircraft operations. Using the aircraft operational assumptions described for the noise exposure contours, air pollutant emissions were calculated for scenarios with and without the Proposed Project as summarized in Section B of this Initial Study.

Construction and Vehicle Operation

The California Emissions Estimator Model (CalEEMod) version 2016.3.2 software model, published by the California Air Pollution Control Officers Association (CAPCOA) in collaboration with various California air districts, estimates construction and operational emissions. CalEEMod inputs for worker trips, haul trips, equipment activity, disturbed ground surface area, and material quantities are based on engineering estimates (where available) and the construction schedule discussed in Section B (#1) of this Initial Study. Aircraft storage hangars are not included in CalEEMod; therefore, construction of the hangars is represented by the default values of a warehouse facility with the same square footage as the proposed hangars. General office buildings and parking lots are included in CalEEMod, and the default values were used for the modeling of construction-related emissions. The inputs are summarized in **Table B4** and the full detail may be found in the attached CalEEMod summary report.

Table B4
Cloud 9 Hangars Construction Assumptions
Camarillo Airport

Modeling Input	Square Feet
General Office Building	25,765
Hangars (modeled as “Unrefrigerated Warehouse” in CalEEMod)	100,800
Aircraft Apron (modeled as “Parking Lot” in CalEEMod)	84,000
Parking Lot and Las Posas Road Improvements (modeled as “Parking Lot” in CalEEMod)	93,662

Source: RKR, Incorporated

CalEEMod also includes emissions factors for passenger vehicles and trips associated with the ongoing use of the site. For this analysis, operational vehicle activity associated with the proposed improvements was modeled using the average daily trip information discussed in the Transportation and Circulation section. Weekend trip rate information was not included in the traffic study for the Cloud 9 project. Therefore, the following assumptions were made. For the general office land use, the weekday rate of 318 average daily trips was modified for Saturday and Sunday based on the CalEEMod default values. For example, the CalEEMod default values for Saturday and Sunday are 22 percent and 9.5 percent of the weekday value. Therefore, 70 average daily trips for Saturday and 30 average daily trips for Sunday were used. The default values for weekend trips for the unrefrigerated warehouse land use are equal to the weekday average daily trips, therefore, the traffic study value of 48 daily trips was used for this portion of the project.

The detailed modeling results, expressed in pounds per day, are shown in the attached CalEEMod summary report.

GREENHOUSE GAS EMISSIONS (GHGs)

Aircraft

Increasing concentrations of GHGs in the atmosphere are thought to cause global climate change, a phenomenon that can also have local impacts (Intergovernmental Panel on Climate Change (IPCC) 2014; U.S. Global Change Research Program 2009). Scientific measurements show that Earth’s climate is warming; concurrent atmospheric events include warmer air temperatures, increased sea level rise, increased storm activity, and an increased intensity in precipitation events.

In addition, research has shown there is a direct correlation between fuel combustion and GHG emissions (U.S. EPA 2019). As outlined in FAA’s *Aviation Emissions and Air Quality Handbook* (FAA 2015: p. 15), “GHG emissions associated with aviation are principally in the form of CO₂ and are generated by aircraft, APUs (auxiliary power units), ground support equipment (GSE), motor vehicles, and an assortment of stationary sources. For the most part, CO₂ emissions from these sources arise from the combustion of fossil fuels (e.g., jet fuel, Avgas, diesel, gasoline, and compressed natural gas [CNG]) and are emitted as by-products contained in the engine exhausts. Other GHGs associated with airport operations include CH₄ and N₂O, water vapor (H₂O), soot, and sulfates - but are emitted by airports to a far lesser extent than CO₂. Emissions of HFCs (hydrofluorocarbons), PFCs (perfluorinated chemicals), and

SF₆ (sulfur hexafluoride) are most commonly linked with refrigeration, air conditioning, and other coolants.”

In terms of U.S. contributions, the U.S. Government Accountability Office (GAO) reports that “domestic aviation contributes about 3 percent of total carbon dioxide emissions, according to EPA data,” compared with other industrial sources, including the remainder of the transportation sector (20 percent) and power generation (41 percent) (U.S. GAO 2009). The International Civil Aviation Organization (ICAO) also estimates that GHG emissions from aircraft account for roughly three percent of all anthropogenic GHG emissions globally (ICAO 2010).

As previously discussed, FAA’s AEDT was used to calculate airport emissions. GHG emissions associated with the Proposed Action and No Action are summarized in Section B of this Initial Study.

Construction and Vehicle Operation

As previously discussed, CalEEMod was used to calculate emissions related to construction. The inputs and assumptions described above, were also used to model to GHG emissions.

The detailed modeling results, expressed in pounds per day, are shown in the attached CalEEMod summary report.

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Cloud 9 Hangars - Ventura County, Summer

Cloud 9 Hangars

Ventura County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	25.77	1000sqft	0.59	25,765.00	0
Unrefrigerated Warehouse-Rail	100.80	1000sqft	2.31	100,800.00	0
Parking Lot	84.00	1000sqft	1.93	84,000.00	0
Parking Lot	80.00	1000sqft	1.84	80,000.00	0
Parking Lot	13.66	1000sqft	0.31	13,662.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2021
Utility Company					
CO2 Intensity (lb/MW hr)	0	CH4 Intensity (lb/MW hr)	0	N2O Intensity (lb/MW hr)	0

1.3 User Entered Comments & Non-Default Data

Cloud 9 Hangars - Ventura County, Summer

Project Characteristics -

Land Use - Project proponent estimates.

Construction Phase - Contractor estimate.

Grading - Page 7 of 23 - Conceptual Grading Plan

Page 8 of 23 -

Vehicle Trips - See attached.

Construction Off-road Equipment Mitigation - Project proponent.

Table Name	Column Name	Default Value	New Value
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tblConstEquipMitigation	Tier	No Change	Tier 4 Final

Cloud 9 Hangars - Ventura County, Summer

tblConstEquipMitigation	Tier	No Change	Tier 4 Final
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tblLandUse	LandUseSquareFeet	13,660.00	13,662.00
tblTripsAndVMT	HaulingTripNumber	0.00	1,882.00
tblVehicleTrips	ST_TR	2.46	2.75
tblVehicleTrips	ST_TR	1.68	0.48
tblVehicleTrips	SU_TR	1.05	1.17
tblVehicleTrips	SU_TR	1.68	0.48
tblVehicleTrips	WD_TR	11.03	12.34
tblVehicleTrips	WD_TR	1.68	0.48

2.0 Emissions Summary

Cloud 9 Hangars - Ventura County, Summer

2.1 Overall Construction (Maximum Daily Emission)**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	4.1422	42.4568	22.0110	0.0593	18.2141	2.1985	20.4126	9.9699	2.0226	11.9925	0.0000	6,103.288 2	6,103.288 2	1.2238	0.0000	6,133.881 9
Maximum	4.1422	42.4568	22.0110	0.0593	18.2141	2.1985	20.4126	9.9699	2.0226	11.9925	0.0000	6,103.288 2	6,103.288 2	1.2238	0.0000	6,133.881 9

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	1.2503	11.7427	22.5538	0.0593	18.2141	0.1641	18.2773	9.9699	0.1621	10.0329	0.0000	6,103.288 2	6,103.288 2	1.2238	0.0000	6,133.881 9
Maximum	1.2503	11.7427	22.5538	0.0593	18.2141	0.1641	18.2773	9.9699	0.1621	10.0329	0.0000	6,103.288 2	6,103.288 2	1.2238	0.0000	6,133.881 9

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	69.82	72.34	-2.47	0.00	0.00	92.54	10.46	0.00	91.98	16.34	0.00	0.00	0.00	0.00	0.00	0.00

Cloud 9 Hangars - Ventura County, Summer

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.6118	2.9000e-004	0.0312	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0666	0.0666	1.8000e-004		0.0710
Energy	0.0187	0.1697	0.1425	1.0200e-003		0.0129	0.0129		0.0129	0.0129		203.5894	203.5894	3.9000e-003	3.7300e-003	204.7992
Mobile	0.5496	2.0277	6.3166	0.0214	1.9077	0.0177	1.9254	0.5095	0.0165	0.5260		2,169.409 4	2,169.409 4	0.0894		2,171.643 2
Total	4.1800	2.1976	6.4903	0.0225	1.9077	0.0307	1.9384	0.5095	0.0295	0.5390		2,373.065 4	2,373.065 4	0.0934	3.7300e-003	2,376.513 5

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	3.6118	2.9000e-004	0.0312	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0666	0.0666	1.8000e-004		0.0710
Energy	0.0187	0.1697	0.1425	1.0200e-003		0.0129	0.0129		0.0129	0.0129		203.5894	203.5894	3.9000e-003	3.7300e-003	204.7992
Mobile	0.5496	2.0277	6.3166	0.0214	1.9077	0.0177	1.9254	0.5095	0.0165	0.5260		2,169.409 4	2,169.409 4	0.0894		2,171.643 2
Total	4.1800	2.1976	6.4903	0.0225	1.9077	0.0307	1.9384	0.5095	0.0295	0.5390		2,373.065 4	2,373.065 4	0.0934	3.7300e-003	2,376.513 5

Cloud 9 Hangars - Ventura County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/6/2020	1/17/2020	5	10	
2	Grading	Grading	1/20/2020	3/27/2020	5	50	
3	Building Construction	Building Construction	3/30/2020	8/28/2020	5	110	
4	Paving	Paving	8/31/2020	10/9/2020	5	30	

Acres of Grading (Site Preparation Phase): 0**Acres of Grading (Grading Phase): 10****Acres of Paving: 4.08****Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)****OffRoad Equipment**

Cloud 9 Hangars - Ventura County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	1,882.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	125.00	50.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Cloud 9 Hangars - Ventura County, Summer

3.2 Site Preparation - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	4.0765	42.4173	21.5136	0.0380	18.0663	2.1974	20.2637	9.9307	2.0216	11.9523		3,685.1016	3,685.1016	1.1918		3,714.8975

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0658	0.0395	0.4974	1.4300e-003	0.1479	1.0400e-003	0.1489	0.0392	9.6000e-004	0.0402		142.8868	142.8868	3.8100e-003		142.9822
Total	0.0658	0.0395	0.4974	1.4300e-003	0.1479	1.0400e-003	0.1489	0.0392	9.6000e-004	0.0402		142.8868	142.8868	3.8100e-003		142.9822

Cloud 9 Hangars - Ventura County, Summer

3.2 Site Preparation - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	0.4656	2.0175	20.8690	0.0380		0.0621	0.0621		0.0621	0.0621	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	0.4656	2.0175	20.8690	0.0380	18.0663	0.0621	18.1283	9.9307	0.0621	9.9928	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0658	0.0395	0.4974	1.4300e-003	0.1479	1.0400e-003	0.1489	0.0392	9.6000e-004	0.0402		142.8868	142.8868	3.8100e-003		142.9822
Total	0.0658	0.0395	0.4974	1.4300e-003	0.1479	1.0400e-003	0.1489	0.0392	9.6000e-004	0.0402		142.8868	142.8868	3.8100e-003		142.9822

Cloud 9 Hangars - Ventura County, Summer

3.3 Grading - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2342	0.0000	6.2342	3.3331	0.0000	3.3331			0.0000			0.0000
Off-Road	2.4288	26.3859	16.0530	0.0297		1.2734	1.2734		1.1716	1.1716		2,872.485 1	2,872.485 1	0.9290		2,895.710 6
Total	2.4288	26.3859	16.0530	0.0297	6.2342	1.2734	7.5076	3.3331	1.1716	4.5047		2,872.485 1	2,872.485 1	0.9290		2,895.710 6

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2706	10.1361	2.1875	0.0285	0.6556	0.0421	0.6978	0.1795	0.0403	0.2198		3,111.730 7	3,111.730 7	0.2916		3,119.019 4
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0548	0.0329	0.4145	1.2000e-003	0.1232	8.7000e-004	0.1241	0.0327	8.0000e-004	0.0335		119.0724	119.0724	3.1800e-003		119.1518
Total	0.3254	10.1690	2.6020	0.0297	0.7789	0.0430	0.8219	0.2122	0.0411	0.2533		3,230.803 1	3,230.803 1	0.2947		3,238.171 2

Cloud 9 Hangars - Ventura County, Summer

3.3 Grading - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.2342	0.0000	6.2342	3.3331	0.0000	3.3331			0.0000			0.0000
Off-Road	0.3632	1.5737	17.7527	0.0297		0.0484	0.0484		0.0484	0.0484	0.0000	2,872.485 1	2,872.485 1	0.9290		2,895.710 6
Total	0.3632	1.5737	17.7527	0.0297	6.2342	0.0484	6.2826	3.3331	0.0484	3.3816	0.0000	2,872.485 1	2,872.485 1	0.9290		2,895.710 6

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.2706	10.1361	2.1875	0.0285	0.6556	0.0421	0.6978	0.1795	0.0403	0.2198		3,111.730 7	3,111.730 7	0.2916		3,119.019 4
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0548	0.0329	0.4145	1.2000e-003	0.1232	8.7000e-004	0.1241	0.0327	8.0000e-004	0.0335		119.0724	119.0724	3.1800e-003		119.1518
Total	0.3254	10.1690	2.6020	0.0297	0.7789	0.0430	0.8219	0.2122	0.0411	0.2533		3,230.803 1	3,230.803 1	0.2947		3,238.171 2

Cloud 9 Hangars - Ventura County, Summer

3.4 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.063 1	2,553.063 1	0.6229		2,568.634 5
Total	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.063 1	2,553.063 1	0.6229		2,568.634 5

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1674	5.3578	1.3691	0.0129	0.3380	0.0321	0.3701	0.0973	0.0307	0.1280		1,386.992 4	1,386.992 4	0.1099		1,389.740 5
Worker	0.4567	0.2744	3.4543	9.9600e-003	1.0269	7.2500e-003	1.0341	0.2724	6.6800e-003	0.2791		992.2697	992.2697	0.0265		992.9318
Total	0.6242	5.6321	4.8234	0.0229	1.3648	0.0393	1.4042	0.3696	0.0374	0.4070		2,379.262 1	2,379.262 1	0.1364		2,382.672 3

Cloud 9 Hangars - Ventura County, Summer

3.4 Building Construction - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6261	2.8021	17.7304	0.0269		0.1248	0.1248		0.1248	0.1248	0.0000	2,553.063 1	2,553.063 1	0.6229		2,568.634 5
Total	0.6261	2.8021	17.7304	0.0269		0.1248	0.1248		0.1248	0.1248	0.0000	2,553.063 1	2,553.063 1	0.6229		2,568.634 5

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1674	5.3578	1.3691	0.0129	0.3380	0.0321	0.3701	0.0973	0.0307	0.1280		1,386.992 4	1,386.992 4	0.1099		1,389.740 5
Worker	0.4567	0.2744	3.4543	9.9600e-003	1.0269	7.2500e-003	1.0341	0.2724	6.6800e-003	0.2791		992.2697	992.2697	0.0265		992.9318
Total	0.6242	5.6321	4.8234	0.0229	1.3648	0.0393	1.4042	0.3696	0.0374	0.4070		2,379.262 1	2,379.262 1	0.1364		2,382.672 3

Cloud 9 Hangars - Ventura County, Summer

3.5 Paving - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.733 4	2,207.733 4	0.7140		2,225.584 1
Paving	0.3563					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.7129	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.733 4	2,207.733 4	0.7140		2,225.584 1

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0548	0.0329	0.4145	1.2000e-003	0.1232	8.7000e-004	0.1241	0.0327	8.0000e-004	0.0335		119.0724	119.0724	3.1800e-003		119.1518
Total	0.0548	0.0329	0.4145	1.2000e-003	0.1232	8.7000e-004	0.1241	0.0327	8.0000e-004	0.0335		119.0724	119.0724	3.1800e-003		119.1518

Cloud 9 Hangars - Ventura County, Summer

3.5 Paving - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.2805	1.2154	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.733 4	2,207.733 4	0.7140		2,225.584 1
Paving	0.3563					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	0.6368	1.2154	17.2957	0.0228		0.0374	0.0374		0.0374	0.0374	0.0000	2,207.733 4	2,207.733 4	0.7140		2,225.584 1

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0548	0.0329	0.4145	1.2000e-003	0.1232	8.7000e-004	0.1241	0.0327	8.0000e-004	0.0335		119.0724	119.0724	3.1800e-003		119.1518
Total	0.0548	0.0329	0.4145	1.2000e-003	0.1232	8.7000e-004	0.1241	0.0327	8.0000e-004	0.0335		119.0724	119.0724	3.1800e-003		119.1518

4.0 Operational Detail - Mobile

Cloud 9 Hangars - Ventura County, Summer

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5496	2.0277	6.3166	0.0214	1.9077	0.0177	1.9254	0.5095	0.0165	0.5260		2,169.409 4	2,169.409 4	0.0894		2,171.643 2
Unmitigated	0.5496	2.0277	6.3166	0.0214	1.9077	0.0177	1.9254	0.5095	0.0165	0.5260		2,169.409 4	2,169.409 4	0.0894		2,171.643 2

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	318.00	70.87	30.15	577,305	577,305
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-Rail	48.38	48.38	48.38	141,258	141,258
Total	366.39	119.25	78.53	718,563	718,563

4.3 Trip Type Information

Cloud 9 Hangars - Ventura County, Summer

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.583307	0.042169	0.188993	0.113757	0.020157	0.006497	0.019402	0.017654	0.001149	0.000992	0.003948	0.000375	0.001600
Parking Lot	0.583307	0.042169	0.188993	0.113757	0.020157	0.006497	0.019402	0.017654	0.001149	0.000992	0.003948	0.000375	0.001600
Parking Lot	0.583307	0.042169	0.188993	0.113757	0.020157	0.006497	0.019402	0.017654	0.001149	0.000992	0.003948	0.000375	0.001600
Parking Lot	0.583307	0.042169	0.188993	0.113757	0.020157	0.006497	0.019402	0.017654	0.001149	0.000992	0.003948	0.000375	0.001600
Unrefrigerated Warehouse-Rail	0.583307	0.042169	0.188993	0.113757	0.020157	0.006497	0.019402	0.017654	0.001149	0.000992	0.003948	0.000375	0.001600

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Cloud 9 Hangars - Ventura County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0187	0.1697	0.1425	1.0200e-003		0.0129	0.0129		0.0129	0.0129		203.5894	203.5894	3.9000e-003	3.7300e-003	204.7992
NaturalGas Unmitigated	0.0187	0.1697	0.1425	1.0200e-003		0.0129	0.0129		0.0129	0.0129		203.5894	203.5894	3.9000e-003	3.7300e-003	204.7992

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	645.184	6.9600e-003	0.0633	0.0531	3.8000e-004		4.8100e-003	4.8100e-003		4.8100e-003	4.8100e-003		75.9040	75.9040	1.4500e-003	1.3900e-003	76.3550
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-Rail	1085.33	0.0117	0.1064	0.0894	6.4000e-004		8.0900e-003	8.0900e-003		8.0900e-003	8.0900e-003		127.6854	127.6854	2.4500e-003	2.3400e-003	128.4442
Total		0.0187	0.1697	0.1425	1.0200e-003		0.0129	0.0129		0.0129	0.0129		203.5894	203.5894	3.9000e-003	3.7300e-003	204.7992

Cloud 9 Hangars - Ventura County, Summer

5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Office Building	0.645184	6.9600e-003	0.0633	0.0531	3.8000e-004		4.8100e-003	4.8100e-003		4.8100e-003	4.8100e-003		75.9040	75.9040	1.4500e-003	1.3900e-003	76.3550
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-Rail	1.08533	0.0117	0.1064	0.0894	6.4000e-004		8.0900e-003	8.0900e-003		8.0900e-003	8.0900e-003		127.6854	127.6854	2.4500e-003	2.3400e-003	128.4442
Total		0.0187	0.1697	0.1425	1.0200e-003		0.0129	0.0129		0.0129	0.0129		203.5894	203.5894	3.9000e-003	3.7300e-003	204.7992

6.0 Area Detail**6.1 Mitigation Measures Area**

Cloud 9 Hangars - Ventura County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	3.6118	2.9000e-004	0.0312	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0666	0.0666	1.8000e-004		0.0710
Unmitigated	3.6118	2.9000e-004	0.0312	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0666	0.0666	1.8000e-004		0.0710

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8375					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.7714					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.9100e-003	2.9000e-004	0.0312	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0666	0.0666	1.8000e-004		0.0710
Total	3.6118	2.9000e-004	0.0312	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0666	0.0666	1.8000e-004		0.0710

Cloud 9 Hangars - Ventura County, Summer

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.8375					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	2.7714					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	2.9100e-003	2.9000e-004	0.0312	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0666	0.0666	1.8000e-004		0.0710
Total	3.6118	2.9000e-004	0.0312	0.0000		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004		0.0666	0.0666	1.8000e-004		0.0710

7.0 Water Detail**7.1 Mitigation Measures Water****8.0 Waste Detail****8.1 Mitigation Measures Waste****9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Cloud 9 Hangars - Ventura County, Summer

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Cloud 9 Hangars - Ventura County, Annual

Cloud 9 Hangars

Ventura County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	25.77	1000sqft	0.59	25,765.00	0
Unrefrigerated Warehouse-Rail	100.80	1000sqft	2.31	100,800.00	0
Parking Lot	84.00	1000sqft	1.93	84,000.00	0
Parking Lot	80.00	1000sqft	1.84	80,000.00	0
Parking Lot	13.66	1000sqft	0.31	13,662.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2021
Utility Company					
CO2 Intensity (lb/MW hr)	0	CH4 Intensity (lb/MW hr)	0	N2O Intensity (lb/MW hr)	0

1.3 User Entered Comments & Non-Default Data

Cloud 9 Hangars - Ventura County, Annual

Project Characteristics -

Land Use - Project proponent estimates.

Construction Phase - Contractor estimate.

Grading - Page 7 of 23 - Conceptual Grading Plan

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Vehicle Trips - See attached.

Construction Off-road Equipment Mitigation - Project proponent.

Table Name	Column Name	Default Value	New Value
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	4.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	10.00
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstEquipMitigation	Tier	No Change	Tier 4 Final

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tblConstEquipMitigation	Tier	No Change	Tier 4 Final
tblConstructionPhase	NumDays	230.00	110.00
tblConstructionPhase	NumDays	20.00	50.00
tblConstructionPhase	NumDays	20.00	30.00
tblGrading	AcresOfGrading	25.00	10.00
tblLandUse	LandUseSquareFeet	25,770.00	25,765.00
tblLandUse	LandUseSquareFeet	13,660.00	13,662.00
tblTripsAndVMT	HaulingTripNumber	0.00	1,882.00
tblVehicleTrips	ST_TR	2.46	2.75
tblVehicleTrips	ST_TR	1.68	0.48
tblVehicleTrips	SU_TR	1.05	1.17
tblVehicleTrips	SU_TR	1.68	0.48
tblVehicleTrips	WD_TR	11.03	12.34
tblVehicleTrips	WD_TR	1.68	0.48

2.0 Emissions Summary

Cloud 9 Hangars - Ventura County, Annual

2.1 Overall Construction**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.2676	2.7148	1.9936	4.7400e-003	0.3416	0.1188	0.4605	0.1589	0.1107	0.2696	0.0000	430.1473	430.1473	0.0810	0.0000	432.1731
Maximum	0.2676	2.7148	1.9936	4.7400e-003	0.3416	0.1188	0.4605	0.1589	0.1107	0.2696	0.0000	430.1473	430.1473	0.0810	0.0000	432.1731

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2020	0.0996	0.7986	2.1210	4.7400e-003	0.3416	0.0122	0.3539	0.1589	0.0121	0.1710	0.0000	430.1470	430.1470	0.0810	0.0000	432.1728
Maximum	0.0996	0.7986	2.1210	4.7400e-003	0.3416	0.0122	0.3539	0.1589	0.0121	0.1710	0.0000	430.1470	430.1470	0.0810	0.0000	432.1728

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	62.78	70.58	-6.39	0.00	0.00	89.71	23.15	0.00	89.09	36.58	0.00	0.00	0.00	0.00	0.00	0.00

Cloud 9 Hangars - Ventura County, Annual

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
3	11-9-2019	2-8-2020	0.4816	0.1010
4	2-9-2020	5-8-2020	1.0701	0.3540
5	5-9-2020	8-8-2020	0.9056	0.3182
6	8-9-2020	9-30-2020	0.3725	0.0907
		Highest	1.0701	0.3540

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6589	3.0000e-005	2.8100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4400e-003	5.4400e-003	1.0000e-005	0.0000	5.8000e-003
Energy	3.4100e-003	0.0310	0.0260	1.9000e-004		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	33.7065	33.7065	6.5000e-004	6.2000e-004	33.9068
Mobile	0.0745	0.3055	0.9078	3.0000e-003	0.2718	2.5700e-003	0.2744	0.0727	2.4000e-003	0.0751	0.0000	275.6172	275.6172	0.0118	0.0000	275.9112
Waste						0.0000	0.0000		0.0000	0.0000	24.0991	0.0000	24.0991	1.4242	0.0000	59.7045
Water						0.0000	0.0000		0.0000	0.0000	8.8483	0.0000	8.8483	0.9088	0.0215	37.9631
Total	0.7368	0.3365	0.9366	3.1900e-003	0.2718	4.9300e-003	0.2767	0.0727	4.7600e-003	0.0775	32.9474	309.3292	342.2766	2.3454	0.0221	407.4913

Cloud 9 Hangars - Ventura County, Annual

2.2 Overall Operational**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.6589	3.0000e-005	2.8100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4400e-003	5.4400e-003	1.0000e-005	0.0000	5.8000e-003
Energy	3.4100e-003	0.0310	0.0260	1.9000e-004		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	33.7065	33.7065	6.5000e-004	6.2000e-004	33.9068
Mobile	0.0745	0.3055	0.9078	3.0000e-003	0.2718	2.5700e-003	0.2744	0.0727	2.4000e-003	0.0751	0.0000	275.6172	275.6172	0.0118	0.0000	275.9112
Waste						0.0000	0.0000		0.0000	0.0000	24.0991	0.0000	24.0991	1.4242	0.0000	59.7045
Water						0.0000	0.0000		0.0000	0.0000	8.8483	0.0000	8.8483	0.9088	0.0215	37.9631
Total	0.7368	0.3365	0.9366	3.1900e-003	0.2718	4.9300e-003	0.2767	0.0727	4.7600e-003	0.0775	32.9474	309.3292	342.2766	2.3454	0.0221	407.4913

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail**Construction Phase**

Cloud 9 Hangars - Ventura County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	1/6/2020	1/17/2020	5	10	
2	Grading	Grading	1/20/2020	3/27/2020	5	50	
3	Building Construction	Building Construction	3/30/2020	8/28/2020	5	110	
4	Paving	Paving	8/31/2020	10/9/2020	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 4.08

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Cloud 9 Hangars - Ventura County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	6	15.00	0.00	1,882.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	125.00	50.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Cleaner Engines for Construction Equipment

Cloud 9 Hangars - Ventura County, Annual

3.2 Site Preparation - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0204	0.2121	0.1076	1.9000e-004		0.0110	0.0110		0.0101	0.0101	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	0.0204	0.2121	0.1076	1.9000e-004	0.0903	0.0110	0.1013	0.0497	0.0101	0.0598	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.2000e-004	2.4000e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6217	0.6217	2.0000e-005	0.0000	0.6222
Total	3.3000e-004	2.2000e-004	2.4000e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6217	0.6217	2.0000e-005	0.0000	0.6222

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3.2 Site Preparation - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0903	0.0000	0.0903	0.0497	0.0000	0.0497	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.3300e-003	0.0101	0.1043	1.9000e-004		3.1000e-004	3.1000e-004		3.1000e-004	3.1000e-004	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505
Total	2.3300e-003	0.0101	0.1043	1.9000e-004	0.0903	3.1000e-004	0.0906	0.0497	3.1000e-004	0.0500	0.0000	16.7153	16.7153	5.4100e-003	0.0000	16.8505

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.2000e-004	2.4000e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6217	0.6217	2.0000e-005	0.0000	0.6222
Total	3.3000e-004	2.2000e-004	2.4000e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	0.0000	2.0000e-004	0.0000	0.6217	0.6217	2.0000e-005	0.0000	0.6222

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3.3 Grading - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1559	0.0000	0.1559	0.0833	0.0000	0.0833	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0607	0.6597	0.4013	7.4000e-004		0.0318	0.0318		0.0293	0.0293	0.0000	65.1469	65.1469	0.0211	0.0000	65.6736
Total	0.0607	0.6597	0.4013	7.4000e-004	0.1559	0.0318	0.1877	0.0833	0.0293	0.1126	0.0000	65.1469	65.1469	0.0211	0.0000	65.6736

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.8500e-003	0.2594	0.0564	7.1000e-004	0.0161	1.0700e-003	0.0172	4.4200e-003	1.0200e-003	5.4400e-003	0.0000	70.1033	70.1033	6.7100e-003	0.0000	70.2711
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3800e-003	9.3000e-004	0.0100	3.0000e-005	3.0200e-003	2.0000e-005	3.0500e-003	8.0000e-004	2.0000e-005	8.2000e-004	0.0000	2.5906	2.5906	7.0000e-005	0.0000	2.5923
Total	8.2300e-003	0.2604	0.0664	7.4000e-004	0.0192	1.0900e-003	0.0202	5.2200e-003	1.0400e-003	6.2600e-003	0.0000	72.6939	72.6939	6.7800e-003	0.0000	72.8634

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3.3 Grading - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.1559	0.0000	0.1559	0.0833	0.0000	0.0833	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0800e-003	0.0393	0.4438	7.4000e-004		1.2100e-003	1.2100e-003		1.2100e-003	1.2100e-003	0.0000	65.1468	65.1468	0.0211	0.0000	65.6735
Total	9.0800e-003	0.0393	0.4438	7.4000e-004	0.1559	1.2100e-003	0.1571	0.0833	1.2100e-003	0.0845	0.0000	65.1468	65.1468	0.0211	0.0000	65.6735

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	6.8500e-003	0.2594	0.0564	7.1000e-004	0.0161	1.0700e-003	0.0172	4.4200e-003	1.0200e-003	5.4400e-003	0.0000	70.1033	70.1033	6.7100e-003	0.0000	70.2711
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3800e-003	9.3000e-004	0.0100	3.0000e-005	3.0200e-003	2.0000e-005	3.0500e-003	8.0000e-004	2.0000e-005	8.2000e-004	0.0000	2.5906	2.5906	7.0000e-005	0.0000	2.5923
Total	8.2300e-003	0.2604	0.0664	7.4000e-004	0.0192	1.0900e-003	0.0202	5.2200e-003	1.0400e-003	6.2600e-003	0.0000	72.6939	72.6939	6.7800e-003	0.0000	72.8634

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3.4 Building Construction - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1166	1.0552	0.9267	1.4800e-003		0.0614	0.0614		0.0578	0.0578	0.0000	127.3855	127.3855	0.0311	0.0000	128.1624
Total	0.1166	1.0552	0.9267	1.4800e-003		0.0614	0.0614		0.0578	0.0578	0.0000	127.3855	127.3855	0.0311	0.0000	128.1624

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.4300e-003	0.2986	0.0799	7.0000e-004	0.0183	1.7800e-003	0.0201	5.2800e-003	1.7100e-003	6.9900e-003	0.0000	68.4934	68.4934	5.6400e-003	0.0000	68.6344
Worker	0.0254	0.0171	0.1836	5.3000e-004	0.0554	4.0000e-004	0.0558	0.0147	3.7000e-004	0.0151	0.0000	47.4939	47.4939	1.2800e-003	0.0000	47.5259
Total	0.0348	0.3157	0.2634	1.2300e-003	0.0737	2.1800e-003	0.0759	0.0200	2.0800e-003	0.0221	0.0000	115.9873	115.9873	6.9200e-003	0.0000	116.1603

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3.4 Building Construction - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0344	0.1541	0.9752	1.4800e-003		6.8600e-003	6.8600e-003		6.8600e-003	6.8600e-003	0.0000	127.3853	127.3853	0.0311	0.0000	128.1623
Total	0.0344	0.1541	0.9752	1.4800e-003		6.8600e-003	6.8600e-003		6.8600e-003	6.8600e-003	0.0000	127.3853	127.3853	0.0311	0.0000	128.1623

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.4300e-003	0.2986	0.0799	7.0000e-004	0.0183	1.7800e-003	0.0201	5.2800e-003	1.7100e-003	6.9900e-003	0.0000	68.4934	68.4934	5.6400e-003	0.0000	68.6344
Worker	0.0254	0.0171	0.1836	5.3000e-004	0.0554	4.0000e-004	0.0558	0.0147	3.7000e-004	0.0151	0.0000	47.4939	47.4939	1.2800e-003	0.0000	47.5259
Total	0.0348	0.3157	0.2634	1.2300e-003	0.0737	2.1800e-003	0.0759	0.0200	2.0800e-003	0.0221	0.0000	115.9873	115.9873	6.9200e-003	0.0000	116.1603

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3.5 Paving - 2020**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0204	0.2110	0.2198	3.4000e-004		0.0113	0.0113		0.0104	0.0104	0.0000	30.0423	30.0423	9.7200e-003	0.0000	30.2852
Paving	5.3400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.0257	0.2110	0.2198	3.4000e-004		0.0113	0.0113		0.0104	0.0104	0.0000	30.0423	30.0423	9.7200e-003	0.0000	30.2852

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.3000e-004	5.6000e-004	6.0100e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5544	1.5544	4.0000e-005	0.0000	1.5554
Total	8.3000e-004	5.6000e-004	6.0100e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5544	1.5544	4.0000e-005	0.0000	1.5554

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3.5 Paving - 2020**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.2100e-003	0.0182	0.2594	3.4000e-004		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004	0.0000	30.0423	30.0423	9.7200e-003	0.0000	30.2852
Paving	5.3400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	9.5500e-003	0.0182	0.2594	3.4000e-004		5.6000e-004	5.6000e-004		5.6000e-004	5.6000e-004	0.0000	30.0423	30.0423	9.7200e-003	0.0000	30.2852

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.3000e-004	5.6000e-004	6.0100e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5544	1.5544	4.0000e-005	0.0000	1.5554
Total	8.3000e-004	5.6000e-004	6.0100e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.5544	1.5544	4.0000e-005	0.0000	1.5554

4.0 Operational Detail - Mobile

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4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0745	0.3055	0.9078	3.0000e-003	0.2718	2.5700e-003	0.2744	0.0727	2.4000e-003	0.0751	0.0000	275.6172	275.6172	0.0118	0.0000	275.9112
Unmitigated	0.0745	0.3055	0.9078	3.0000e-003	0.2718	2.5700e-003	0.2744	0.0727	2.4000e-003	0.0751	0.0000	275.6172	275.6172	0.0118	0.0000	275.9112

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	318.00	70.87	30.15	577,305	577,305
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Unrefrigerated Warehouse-Rail	48.38	48.38	48.38	141,258	141,258
Total	366.39	119.25	78.53	718,563	718,563

4.3 Trip Type Information

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Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Unrefrigerated Warehouse-Rail	9.50	7.30	7.30	59.00	0.00	41.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.583307	0.042169	0.188993	0.113757	0.020157	0.006497	0.019402	0.017654	0.001149	0.000992	0.003948	0.000375	0.001600
Parking Lot	0.583307	0.042169	0.188993	0.113757	0.020157	0.006497	0.019402	0.017654	0.001149	0.000992	0.003948	0.000375	0.001600
Parking Lot	0.583307	0.042169	0.188993	0.113757	0.020157	0.006497	0.019402	0.017654	0.001149	0.000992	0.003948	0.000375	0.001600
Parking Lot	0.583307	0.042169	0.188993	0.113757	0.020157	0.006497	0.019402	0.017654	0.001149	0.000992	0.003948	0.000375	0.001600
Unrefrigerated Warehouse-Rail	0.583307	0.042169	0.188993	0.113757	0.020157	0.006497	0.019402	0.017654	0.001149	0.000992	0.003948	0.000375	0.001600

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	3.4100e-003	0.0310	0.0260	1.9000e-004		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	33.7065	33.7065	6.5000e-004	6.2000e-004	33.9068
NaturalGas Unmitigated	3.4100e-003	0.0310	0.0260	1.9000e-004		2.3500e-003	2.3500e-003		2.3500e-003	2.3500e-003	0.0000	33.7065	33.7065	6.5000e-004	6.2000e-004	33.9068

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	235492	1.2700e-003	0.0115	9.7000e-003	7.0000e-005		8.8000e-004	8.8000e-004		8.8000e-004	8.8000e-004	0.0000	12.5668	12.5668	2.4000e-004	2.3000e-004	12.6414
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-Rail	396144	2.1400e-003	0.0194	0.0163	1.2000e-004		1.4800e-003	1.4800e-003		1.4800e-003	1.4800e-003	0.0000	21.1398	21.1398	4.1000e-004	3.9000e-004	21.2654
Total		3.4100e-003	0.0310	0.0260	1.9000e-004		2.3600e-003	2.3600e-003		2.3600e-003	2.3600e-003	0.0000	33.7065	33.7065	6.5000e-004	6.2000e-004	33.9068

Cloud 9 Hangars - Ventura County, Annual

5.2 Energy by Land Use - NaturalGas**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Office Building	235492	1.2700e-003	0.0115	9.7000e-003	7.0000e-005		8.8000e-004	8.8000e-004		8.8000e-004	8.8000e-004	0.0000	12.5668	12.5668	2.4000e-004	2.3000e-004	12.6414
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-Rail	396144	2.1400e-003	0.0194	0.0163	1.2000e-004		1.4800e-003	1.4800e-003		1.4800e-003	1.4800e-003	0.0000	21.1398	21.1398	4.1000e-004	3.9000e-004	21.2654
Total		3.4100e-003	0.0310	0.0260	1.9000e-004		2.3600e-003	2.3600e-003		2.3600e-003	2.3600e-003	0.0000	33.7065	33.7065	6.5000e-004	6.2000e-004	33.9068

Cloud 9 Hangars - Ventura County, Annual

5.3 Energy by Land Use - Electricity**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	360452	0.0000	0.0000	0.0000	0.0000
Parking Lot	28000	0.0000	0.0000	0.0000	0.0000
Parking Lot	29400	0.0000	0.0000	0.0000	0.0000
Parking Lot	4781.7	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-Rail	419328	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

Cloud 9 Hangars - Ventura County, Annual

5.3 Energy by Land Use - Electricity**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Office Building	360452	0.0000	0.0000	0.0000	0.0000
Parking Lot	28000	0.0000	0.0000	0.0000	0.0000
Parking Lot	29400	0.0000	0.0000	0.0000	0.0000
Parking Lot	4781.7	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-Rail	419328	0.0000	0.0000	0.0000	0.0000
Total		0.0000	0.0000	0.0000	0.0000

6.0 Area Detail**6.1 Mitigation Measures Area**

Cloud 9 Hangars - Ventura County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.6589	3.0000e-005	2.8100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4400e-003	5.4400e-003	1.0000e-005	0.0000	5.8000e-003
Unmitigated	0.6589	3.0000e-005	2.8100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4400e-003	5.4400e-003	1.0000e-005	0.0000	5.8000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1528					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5058					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.6000e-004	3.0000e-005	2.8100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4400e-003	5.4400e-003	1.0000e-005	0.0000	5.8000e-003
Total	0.6589	3.0000e-005	2.8100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4400e-003	5.4400e-003	1.0000e-005	0.0000	5.8000e-003

Cloud 9 Hangars - Ventura County, Annual

6.2 Area by SubCategory**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1528					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.5058					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.6000e-004	3.0000e-005	2.8100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4400e-003	5.4400e-003	1.0000e-005	0.0000	5.8000e-003
Total	0.6589	3.0000e-005	2.8100e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.4400e-003	5.4400e-003	1.0000e-005	0.0000	5.8000e-003

7.0 Water Detail**7.1 Mitigation Measures Water**

Cloud 9 Hangars - Ventura County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	8.8483	0.9088	0.0215	37.9631
Unmitigated	8.8483	0.9088	0.0215	37.9631

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	4.5802 / 2.80722	1.4531	0.1493	3.5200e-003	6.2344
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-Rail	23.31 / 0	7.3952	0.7596	0.0179	31.7287
Total		8.8483	0.9088	0.0215	37.9631

Cloud 9 Hangars - Ventura County, Annual

7.2 Water by Land Use**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Office Building	4.5802 / 2.80722	1.4531	0.1493	3.5200e-003	6.2344
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-Rail	23.31 / 0	7.3952	0.7596	0.0179	31.7287
Total		8.8483	0.9088	0.0215	37.9631

8.0 Waste Detail**8.1 Mitigation Measures Waste**

Cloud 9 Hangars - Ventura County, Annual

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	24.0991	1.4242	0.0000	59.7045
Unmitigated	24.0991	1.4242	0.0000	59.7045

8.2 Waste by Land Use**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	23.97	4.8657	0.2876	0.0000	12.0546
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-Rail	94.75	19.2334	1.1367	0.0000	47.6499
Total		24.0991	1.4242	0.0000	59.7045

Cloud 9 Hangars - Ventura County, Annual

8.2 Waste by Land Use**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Office Building	23.97	4.8657	0.2876	0.0000	12.0546
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Unrefrigerated Warehouse-Rail	94.75	19.2334	1.1367	0.0000	47.6499
Total		24.0991	1.4242	0.0000	59.7045

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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Cloud 9 Hangars - Ventura County, Annual

11.0 Vegetation

INFORMATION FOR PLANNING AND CONSULTATION (IPaC) RESOURCE LIST

IPaC Information for Planning and Consultation **U.S. Fish & Wildlife Service**

IPaC resource list

This report is an automatically generated list of species and other resources such as critical habitat (collectively referred to as *trust resources*) under the U.S. Fish and Wildlife Service's (USFWS) jurisdiction that are known or expected to be on or near the project area referenced below. The list may also include trust resources that occur outside of the project area, but that could potentially be directly or indirectly affected by activities in the project area. However, determining the likelihood and extent of effects a project may have on trust resources typically requires gathering additional site-specific (e.g., vegetation/species surveys) and project-specific (e.g., magnitude and timing of proposed activities) information.

Below is a summary of the project information you provided and contact information for the USFWS office(s) with jurisdiction in the defined project area. Please read the introduction to each section that follows (Endangered Species, Migratory Birds, USFWS Facilities, and NWI Wetlands) for additional information applicable to the trust resources addressed in that section.

Location

Ventura County, California



Local office

Ventura Fish And Wildlife Office

☎ (805) 644-1766

📠 (805) 644-3958

2493 Portola Road, Suite B
Ventura, CA 93003-7726

Endangered species

This resource list is for informational purposes only and does not constitute an analysis of project level impacts.

The primary information used to generate this list is the known or expected range of each species. Additional areas of influence (AOI) for species are also considered. An AOI includes areas outside of the species range if the species could be indirectly affected by activities in that area (e.g., placing a dam upstream of a fish population, even if that fish does not occur at the dam site, may indirectly impact the species by reducing or eliminating water flow downstream). Because species can move, and site conditions can change, the species on this list are not guaranteed to be found on or near the project area. To fully determine any potential effects to species, additional site-specific and project-specific information is often required.

Section 7 of the Endangered Species Act **requires** Federal agencies to "request of the Secretary information whether any species which is listed or proposed to be listed may be present in the area of such proposed action" for any project that is conducted, permitted, funded, or licensed by any Federal agency. A letter from the local office and a species list which fulfills this requirement can **only** be obtained by requesting an official species list from either the Regulatory Review section in IPaC (see directions below) or from the local field office directly.

For project evaluations that require USFWS concurrence/review, please return to the IPaC website and request an official species list by doing the following:

1. Draw the project location and click CONTINUE.
2. Click DEFINE PROJECT.
3. Log in (if directed to do so).
4. Provide a name and description for your project.
5. Click REQUEST SPECIES LIST.

Listed species

¹ and their critical habitats are managed by the [Ecological Services Program](#) of the U.S. Fish and Wildlife Service (USFWS) and the fisheries division of the National Oceanic and Atmospheric Administration (NOAA Fisheries²).

Species and critical habitats under the sole responsibility of NOAA Fisheries are **not** shown on this list. Please contact [NOAA Fisheries](#) for [species under their jurisdiction](#).

1. Species listed under the Endangered Species Act are threatened or endangered; IPaC also shows species that are candidates, or proposed, for listing. See the [listing status page](#) for more information.
2. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

The following species are potentially affected by activities in this location:

Birds

NAME	STATUS
Coastal California Gnatcatcher <i>Polioptila californica californica</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/8178	Threatened
Least Bell's Vireo <i>Vireo bellii pusillus</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/5945	Endangered
Marbled Murrelet <i>Brachyramphus marmoratus</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/4467	Threatened
Southwestern Willow Flycatcher <i>Empidonax traillii extimus</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/6749	Endangered

Amphibians

NAME	STATUS
California Red-legged Frog <i>Rana draytonii</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/2891	Threatened

Crustaceans

NAME	STATUS
Riverside Fairy Shrimp <i>Streptocephalus woottoni</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/8148	Endangered
Vernal Pool Fairy Shrimp <i>Branchinecta lynchi</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/498	Threatened

Flowering Plants

NAME	STATUS
California Orcutt Grass <i>Orcuttia californica</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4923	Endangered
Gambel's Watercress <i>Rorippa gambellii</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/4201	Endangered
Marsh Sandwort <i>Arenaria paludicola</i> No critical habitat has been designated for this species. https://ecos.fws.gov/ecp/species/2229	Endangered
Spreading Navarretia <i>Navarretia fossalis</i> There is final critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/1334	Threatened

Critical habitats

Potential effects to critical habitat(s) in this location must be analyzed along with the endangered species themselves.

THERE ARE NO CRITICAL HABITATS AT THIS LOCATION.

Migratory birds

Certain birds are protected under the Migratory Bird Treaty Act

¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described [below](#).

1. The [Migratory Birds Treaty Act](#) of 1918.
2. The [Bald and Golden Eagle Protection Act](#) of 1940.

Additional information can be found using the following links:

- Birds of Conservation Concern <http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php>

- Measures for avoiding and minimizing impacts to birds
<http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php>
- Nationwide conservation measures for birds
<http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf>

The birds listed below are birds of particular concern either because they occur on the [USFWS Birds of Conservation Concern](#) (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ [below](#). This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the [E-bird data mapping tool](#) (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found [below](#).

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME

BREEDING SEASON (IF A BREEDING SEASON IS INDICATED FOR A BIRD ON YOUR LIST, THE BIRD MAY BREED IN YOUR PROJECT AREA SOMETIME WITHIN THE TIMEFRAME SPECIFIED, WHICH IS A VERY LIBERAL ESTIMATE OF THE DATES INSIDE WHICH THE BIRD BREEDS ACROSS ITS ENTIRE RANGE. "BREEDS ELSEWHERE" INDICATES THAT THE BIRD DOES NOT LIKELY BREED IN YOUR PROJECT AREA.)

Allen's Hummingbird *Selasphorus sasin*

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9637>

Breeds Feb 1 to Jul 15

Bald Eagle *Haliaeetus leucocephalus*

This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.

<https://ecos.fws.gov/ecp/species/1626>

Breeds Jan 1 to Aug 31

<p>Burrowing Owl <i>Athene cunicularia</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p> <p>https://ecos.fws.gov/ecp/species/9737</p>	Breeds Mar 15 to Aug 31
<p>Common Yellowthroat <i>Geothlypis trichas sinuosa</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p> <p>https://ecos.fws.gov/ecp/species/2084</p>	Breeds May 20 to Jul 31
<p>Lawrence's Goldfinch <i>Carduelis lawrencei</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9464</p>	Breeds Mar 20 to Sep 20
<p>Long-billed Curlew <i>Numenius americanus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/5511</p>	Breeds elsewhere
<p>Marbled Godwit <i>Limosa fedoa</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9481</p>	Breeds elsewhere
<p>Mountain Plover <i>Charadrius montanus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/3638</p>	Breeds elsewhere
<p>Nuttall's Woodpecker <i>Picoides nuttallii</i></p> <p>This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA</p> <p>https://ecos.fws.gov/ecp/species/9410</p>	Breeds Apr 1 to Jul 20
<p>Oak Titmouse <i>Baeolophus inornatus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/9656</p>	Breeds Mar 15 to Jul 15
<p>Rufous Hummingbird <i>Selasphorus rufus</i></p> <p>This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.</p> <p>https://ecos.fws.gov/ecp/species/8002</p>	Breeds elsewhere

Short-billed Dowitcher *Limnodromus griseus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9480>

Song Sparrow *Melospiza melodia*

Breeds Feb 20 to Sep 5

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

Spotted Towhee *Pipilo maculatus clementae*

Breeds Apr 15 to Jul 20

This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA

<https://ecos.fws.gov/ecp/species/4243>

Tricolored Blackbird *Agelaius tricolor*

Breeds Mar 15 to Aug 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/3910>

Whimbrel *Numenius phaeopus*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

<https://ecos.fws.gov/ecp/species/9483>

Willet *Tringa semipalmata*

Breeds elsewhere

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Wrentit *Chamaea fasciata*

Breeds Mar 15 to Aug 10

This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.

Probability of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is $0.25/0.25 = 1$; at week 20 it is $0.05/0.25 = 0.2$.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

To see a bar's probability of presence score, simply hover your mouse cursor over the bar.

Breeding Season (●)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

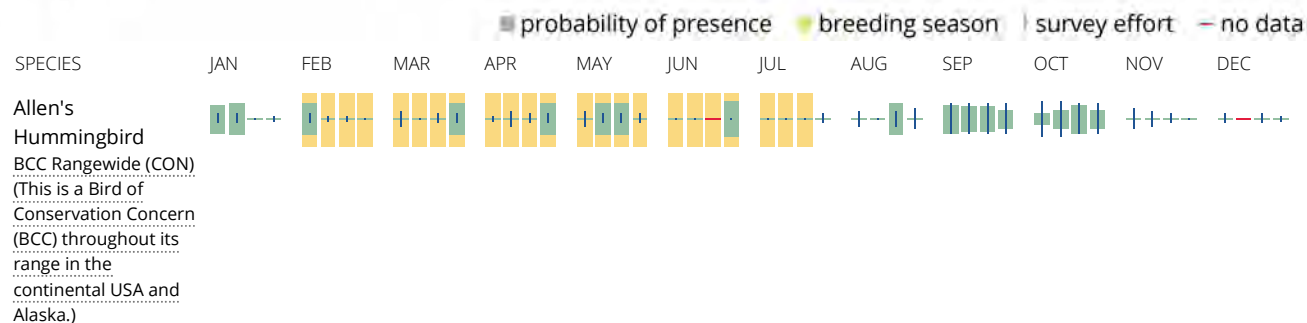
To see a bar's survey effort range, simply hover your mouse cursor over the bar.

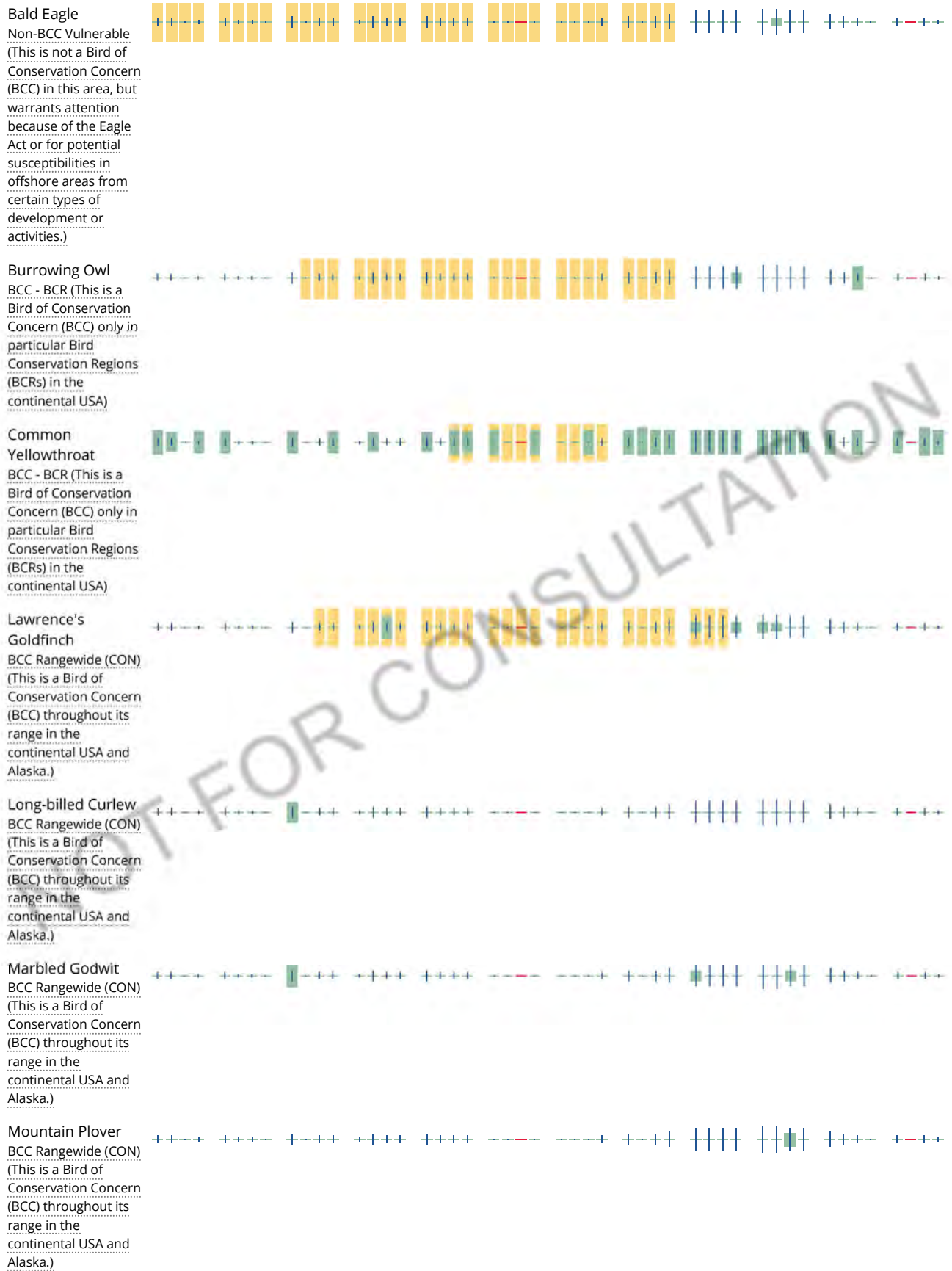
No Data (—)

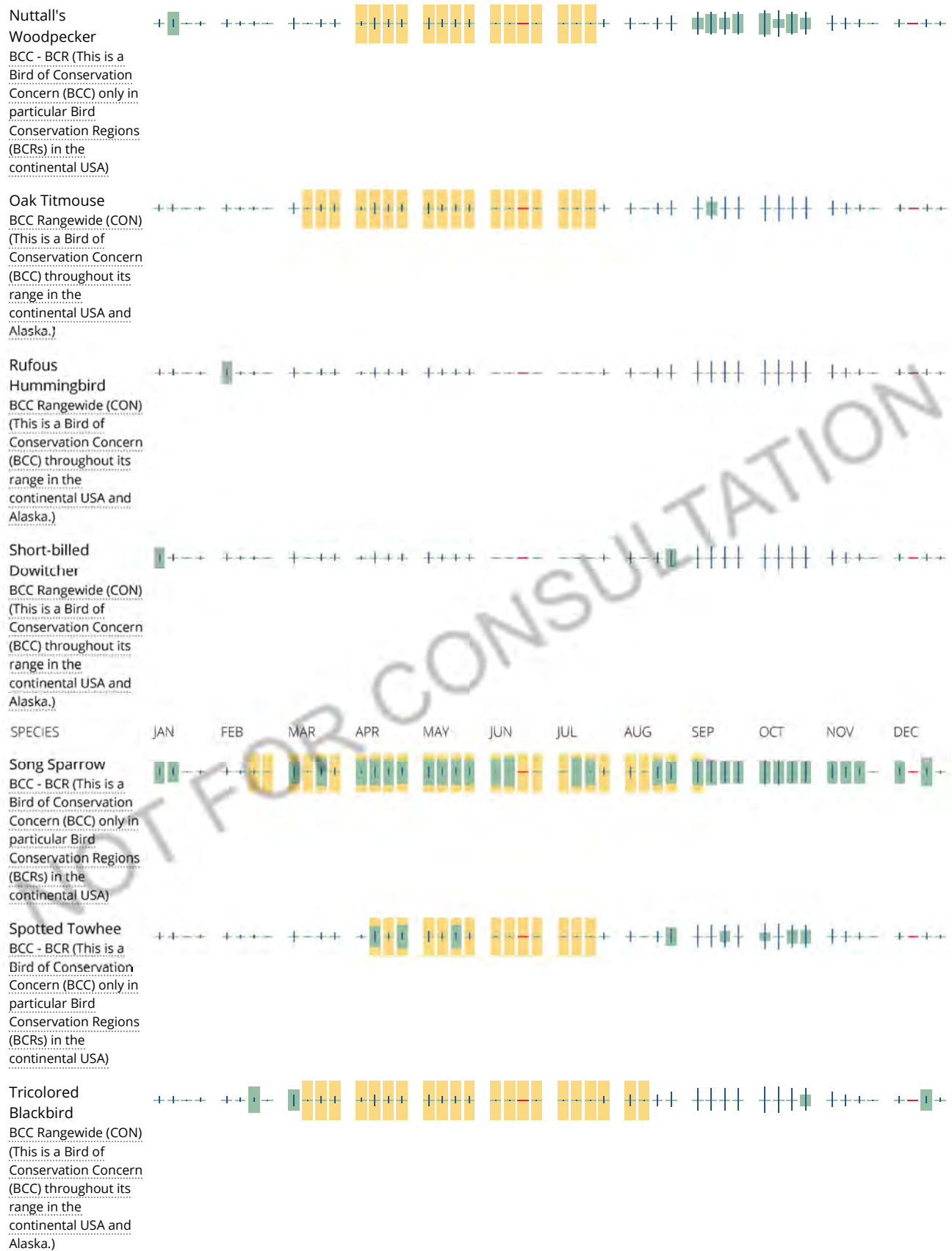
A week is marked as having no data if there were no survey events for that week.

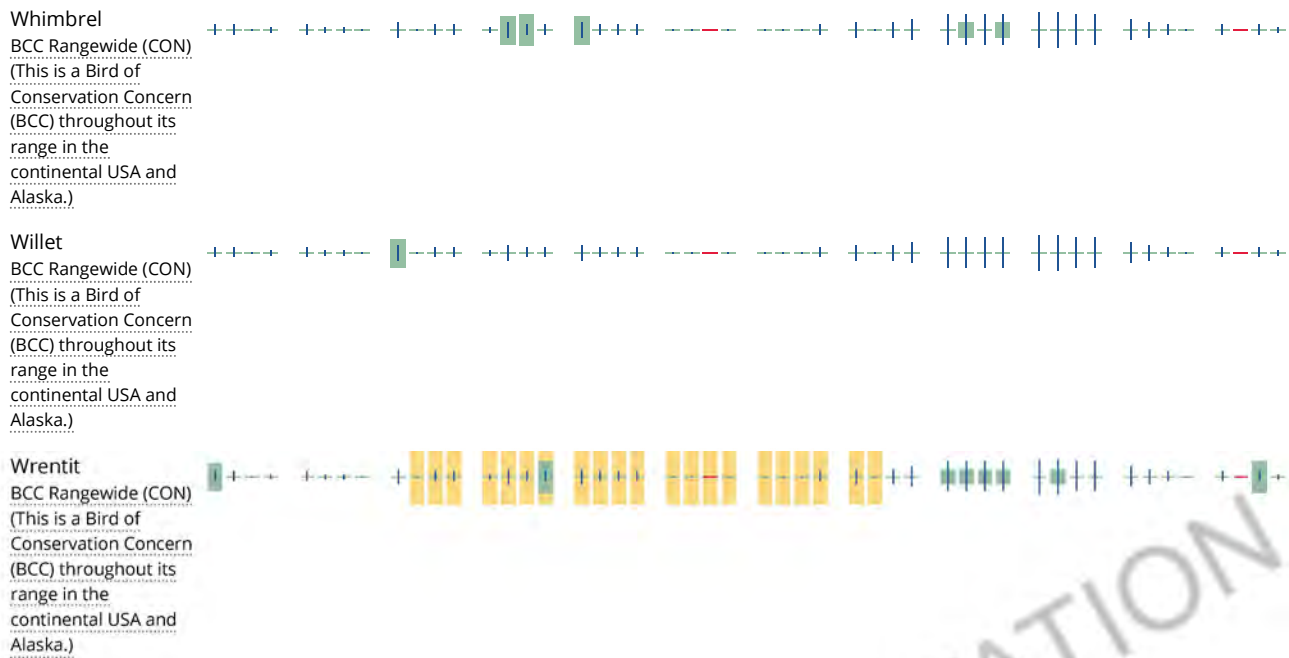
Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.









Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

[Nationwide Conservation Measures](#) describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. [Additional measures](#) and/or [permits](#) may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS [Birds of Conservation Concern \(BCC\)](#) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the [Avian Knowledge Network \(AKN\)](#). The AKN data is based on a growing collection of [survey, banding, and citizen science datasets](#) and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle ([Eagle Act](#) requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the [E-bird Explore Data Tool](#).

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the [Avian Knowledge Network \(AKN\)](#). This data is derived from a growing collection of [survey, banding, and citizen science datasets](#).

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go to the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: [The Cornell Lab of Ornithology All About Birds Bird Guide](#), or (if you are unsuccessful in locating the bird of interest there), the [Cornell Lab of Ornithology Neotropical Birds guide](#). If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are [Birds of Conservation Concern](#) (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the [Eagle Act](#) requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the [Northeast Ocean Data Portal](#). The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the [NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf](#) project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the [Diving Bird Study](#) and the [nanotag studies](#) or contact [Caleb Spiegel](#) or [Pam Loring](#).

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to [obtain a permit](#) to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey

effort (indicated by the black vertical bar) and for the existence of the “no data” indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ “Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds” at the bottom of your migratory bird trust resources page.

Facilities

National Wildlife Refuge lands

Any activity proposed on lands managed by the [National Wildlife Refuge](#) system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS AT THIS LOCATION.

Fish hatcheries

THERE ARE NO FISH HATCHERIES AT THIS LOCATION.

Wetlands in the National Wetlands Inventory

Impacts to [NWI wetlands](#) and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local [U.S. Army Corps of Engineers District](#).

THERE ARE NO KNOWN WETLANDS AT THIS LOCATION.

Data limitations

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

Data exclusions

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Data precautions

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

PUBLIC COMMENTS AND RESPONSES ON THE DRAFT MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

APPENDIX D

PUBLIC COMMENTS AND RESPONSES ON THE DRAFT MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

The Draft Mitigated Negative Declaration and Initial Study was available for public and agency review and comment from October 21, 2019 through November 20, 2019. As a result of this comment and review period, the Airport received one comment letter from the City of Camarillo, one comment letter from a stakeholder's legal representation, and numerous emailed comments from members of the public.

This appendix contains these comments as well as responses to the discussion points contained in the comments. Because numerous general comments were received on similar topics, topical responses are provided to common general concerns. The appendix has been organized in the following manner:

1. City of Camarillo
 - a. Letter, dated November 20, 2019
 - b. Attachment to letter
 - c. Responses to comments
2. A to Z Law – Arnold LaRochelle Mathews VanConas & Zirbel, LLP
 - a. Letter, dated November 19, 2019
 - b. Attachment to letter
 - c. Responses to comments
3. Public Comments via Email
 - a. Topical Responses Nos. 1-6
 - b. Listing of Public Comments Received
 - c. Copies of Emails (personal information has been redacted to protect the privacy of the commenters)



City of Camarillo

601 Carmen Drive • P.O. Box 248 • Camarillo, CA 93011-0248

Office of the City Manager
(805) 388-5307
FAX (805) 388-5318

RECEIVED

NOV 23 2019

Dept. of Airports

November 20, 2019

Ms. Erin Powers
Department of Airports, County of Ventura
555 Airport Way, Suite B
Camarillo, CA 93010

(Sent via email and hand delivered)

**RE: City of Camarillo Comments on Draft Mitigated Negative Declaration for
Proposed Cloud Nine Hangar Development at the Camarillo Airport**

Ms. Powers:

The City has received a Notice of Availability and Intent to Adopt a Mitigated Negative Declaration for the proposed Cloud Nine hangar development, located on the northeast quadrant of the Camarillo Airport and provides the following comments:

1. An Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use ("Agreement") was entered into in October of 1976 (attached). Specifically, the Agreement includes Exhibit B – Camarillo Airport Restrictions ("Airport Restrictions"), which state:
 1. The airport shall be operated for general aviation purposes only. General aviation is defined in Attachment 1, affixed hereto and incorporated herein.
 2. The airport operating hours will be from 7:00 a.m. to 10:00 p.m.
 3. The useable runway length shall not exceed 6,000 feet and shall be the most westerly 6,000 feet of the existing runway.
 4. An aircraft weight limitation of 115,000 lbs. (twin wheel) shall be in effect.
 5. The airport VFR traffic pattern shall be to the south of the airfield as designated on Attachment 2, affixed hereto and incorporated herein.
 6. Airport development shall be guided to ensure that residential areas are not exposed to noise levels greater than 60 CNEL average noise and 90 dBA single event noise.

The IS/MND fails to acknowledge the Agreement and the aforementioned Airport Restrictions contained in Exhibit B of the Agreement as applicable land use policies/regulations the project must comply or be conditioned to comply with. The

IS/MND ignores the restrictions placed on the operation of the Airport, especially the aircraft weight limit of 115,000 lbs and runway location/length limit of the most westerly 6,000 feet. Tables B1 and B2 of the IS/MND disclose the various types of aircraft that will potentially use the proposed hangars and the numbers of operations annually (3,850 operations annually). The IS/MND indicates that the project may facilitate the operation of Boeing Business Jets, which could weigh up to 171,500 lbs., which is in violation of the Agreement. Even if this aircraft will not be operated at the maximum weight, it does not answer what the standard weight of such aircraft, or in other words, how can such aircraft operate without exceeding the weight limitation in the Agreement. The IS/MND does not address any safeguards or mitigation measures to ensure the maximum weight limit established in the Agreement is not exceeded.

The IS/MND also completely fails to acknowledge that the Agreement created the Camarillo Airport Authority ("Authority") specifically so that the County of Ventura and City of Camarillo could jointly review and oversee all airport development and surrounding land use planning. As such, it similarly fails to acknowledge that the Agreement clearly requires that this proposed Airport land use project and its environmental document be submitted to and brought before the Authority for a recommendation first, before the Ventura County Board of Supervisors considers granting its approval of the project. (Agreement, Sections 3 and 4.) Indeed, the Agreement requires the Ventura County Board of Supervisors to give full consideration to all Authority recommendations and precludes the Supervisors from taking any action inconsistent with the Authority's recommendations unless by at least a four-fifths vote. (Agreement, Section 9.)

At a minimum, the MND should be revised to:

- Acknowledge the existence and important role of the Authority and ensure the Project and the IS/MND are submitted to the Authority first, as required by the Agreement, so the Authority can provide recommendations to the Ventura County Board of Supervisors regarding the adequacy of the MND and on whether to approve the project; and
 - Acknowledge the proposed project's potential conflict with the Agreement's Airport Restrictions as a potentially significant land use impact and develop concrete mitigation measures to impose on the Project to ensure compliance therewith, including but not limited to measures to ensure no aircraft above the 115,000 lbs limit and that only the westerly 6,000 feet of the runway will be used and ensure those measures are monitored and enforced by the County going forward.
2. The Project Description on Page A-4 states, "The proposed hangars would be accessed by a ramp (also called an apron) on the south side of the hangars... The proposed aircraft ramp would be 84,000 sf (782.7 feet wide by 120 feet deep) to be located between the new hangars and existing taxiway pavement. This depth can

accommodate an aircraft such as the Boeing Business Jet 737-800 or a Gulfstream G650, 2 two of the largest types of aircraft that are anticipated to use the airport. Based on the geotechnical report, the recommended taxilane pavement design could consist of six inches of asphalt, over five inches of stabilized base, over 10 inches of crushed aggregate base.”

The design of the taxilane pavement is over-engineered to accommodate large aircraft exceeding the weight limitation of 115,000 lbs., in violation of the Agreement’s Airport Restrictions.

3. The IS/MND does not use the standard CEQA Initial Study Checklist from Appendix G of the CEQA Guidelines, but rather, appears to use a different checklist and thresholds of significance developed by Ventura County. Based on the above comments and on our review it appears the IS/MND does not satisfy CEQA requirements and includes fairly cursory analyses and/or inadequate or improperly deferred mitigation of several potentially significant impact areas that may not have substantial evidence to support the ultimate conclusions, specifically in addressing the potentially significant adverse impacts associated with the following:
 - Air Quality
 - GHG emissions
 - Biological Resources
 - Noise/Vibration
4. The Mitigation, Monitoring, and Reporting Program does not adequately address how potential impacts to land use, air quality, GHG emissions, and noise/vibration will be mitigated as there are no analyses or mitigation measures proposed to ensure the project’s compliance with the Airport Restrictions set forth in the Agreement which were instituted to address environmental and land use concerns. The IS/MND acknowledges that the project may facilitate the operation of Boeing Business Jets, which could weigh up to 171,500 lbs., which is in violation of the Agreement. The IS/MND must be revised to identify and require mitigation measures to ensure the proposed project’s compliance with the Agreement’s Airport Restrictions and that monitoring efforts will ensure that operation of the project similarly complies with all Airport Restrictions going forward.
5. The IS/MND fails to discuss or analyze potential land use impacts associated with the fact that the project site is located within the City’s Heritage Zone, as specified in the Camarillo General Plan Community Design Element. Section 10.2.5 of the Community Design Element states, “Development located within the Heritage Zone must utilize architectural styles that would be appropriate within the Heritage Zone such as Mission, Monterey, Early California, Spanish, Mediterranean, or modern interpretations of these styles. The most important aspect of the Heritage Zone is the type of materials, their colors and textures and the scale of the architectural elements within the building design.” In addition, section 10.4.3 Commercial Design Guidelines – Form and Massing part a. states, “Commercial projects located within the Heritage Zone should apply Spanish-style architecture and include the use of

natural materials.” In order to fully comply with the Heritage Zone requirements of the Camarillo General Plan, the City requests a landscape trellis be incorporated into the project design along Las Posas Road.

6. The IS/MND needs to be revised to indicate that an encroachment permit is required to be obtained from the City of Camarillo for all work located within the public right-of-way on Las Posas Road.
7. Based on the Agreement, the City’s role on the Authority and the other City permits required for the proposed project, the City is a Responsible Agency for purposes of this project’s CEQA review and compliance.
8. Transportation and Circulation, Section b. Pedestrian/Bicycle – The existing language, “Existing bicycle and pedestrian traffic on Las Posas Road will be accommodated by the project’s right-turn in/right-turn out only driveway connection,” infers that bicycle traffic will be forced to merge with the right-turn driveway traffic, which is a potentially significant safety impact. The IS/MND must be revised to acknowledge and develop mitigation measures to avoid potential impacts. Suggest incorporating mitigation measures and rewording to “Pedestrian traffic on Las Posas Road will be accommodated by a new sidewalk. Bicycle traffic on Las Posas Road will be accommodated by restriping the existing Class II bicycle lane. The design will be subject to City traffic engineer approval.”
9. Flood Control Facilities/Watercourses, Section a. Watercourses – VCWPD Facilities – Suggest deleting: “The post-development runoff flows will be the same as the pre-development levels.” The sentence prior to this in the IS/MND explains how the project is mitigating the excess runoff caused by the increase in impervious area. Further review is needed on how the runoff is handled in the interim and future widening of Las Posas Road. The stormwater detention feature should be sized to accommodate runoff from the ‘interim’ and ‘future’ widening of Las Posas as noted in the email to Dan Bianco on June 21, 2019.
10. Page A-7 Construction Activity – The document states that there will be a net export of 6,744 cubic yards. To where will the dirt be exported? If the dirt will be delivered to a site within the City of Camarillo limits, then, the receiving site must have a valid City of Camarillo Grading Permit. If the export is being hauled to a site outside of the City limits, but is using streets within the City limits, then a haul permit from the City of Camarillo is required. Further, the IS/MND is unclear whether the IS/MND determined the number of diesel haul trucks and routes that will be needed/used for the anticipated soil import/export activities and included those trips in the impact analyses for air quality, GHG emissions, noise/vibration and traffic/transportation.
11. Page B-51 Water Supply, section a. Quality Impact Analysis – Insert/add at the end of the No Impact paragraph, “If the engineering plans are approved by the City of Camarillo and connection fees have been paid to the City of Camarillo, the City of Camarillo will issue a ‘will-serve’ letter.”

12. Page B-53 Waste Treatment and Disposal Facilities, section b. Sewage Collection/Treatment Facilities Impact Analysis – In the No Impact paragraphs, revise “City” to read “Camarillo Sanitary District” in all places. In the first paragraph after the first sentence, insert “The sewer service connection is consistent with a LAFCO approved Out-of-District Sewer Agreement No. 2017-3.”

In the second paragraph, revise the last sentence of the second paragraph to read, “Once the engineered plans are approved by the City of Camarillo/Camarillo Sanitary District, application for Camarillo Sanitary District sewer service permit will be submitted. Camarillo Sanitary District will issue a ‘will-serve’ letter if the engineering plans are approved by the City of Camarillo/Camarillo Sanitary District and connection fees have been paid to the Camarillo Sanitary District.”

13. The Water Supply and Waste Treatment and Disposal Facilities sections should reference the prior studies and analysis conducted in the Final Mitigated Negative Declaration and Initial Study for the Proposed Northeast Hangar Development, approved and adopted by the County of Ventura Board of Supervisors on September 27, 2016.

In conclusion, based on the comments provided above, the IS/MND is inadequate and fails to fully discuss and mitigate all of the proposed project’s potentially significant environmental impacts and should be revised and recirculated to address the issues noted herein.

If you have any questions, please feel free to contact Joseph R. Vacca, Director of Community Development at jvacca@cityofcamarillo.org or by phone at (805)388-5362. Alternatively, you may contact Jaclyn Lee, Principal Planner at jlee@cityofcamarillo.org, or by phone at (805) 383-5616.

Sincerely,



Dave Norman

Attachments: Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use

cc: Naftalia Tucker, Assistant Director of Public Works/City Engineer, City of Camarillo
Dave Klotzle, Director, Public Works, City of Camarillo
Joe Vacca, Director, Community Development, City of Camarillo
David Moe, Assistant Director, Community Development, City of Camarillo
Ken Matsuoka, Principal Civil Engineer, City of Camarillo
Jaclyn Lee, Principal Planner, City of Camarillo
Jason Samonte, Traffic Engineer, City of Camarillo
Troy Spayd, Senior Civil Engineer, City of Camarillo
Andrew Grubb, Senior Civil Engineer, City of Camarillo
Brian Pierik, City Attorney

AGREEMENT BETWEEN COUNTY OF VENTURA AND CITY OF
CAMARILLO PERTAINING TO CAMARILLO AIRPORT DEVELOP-
MENT AND SURROUNDING LAND USE

THIS AGREEMENT is entered into by and between the COUNTY OF VENTURA (hereinafter "COUNTY") and the CITY OF CAMARILLO (hereinafter "CITY") and shall become binding and effective upon the date of the last signature hereupon. The parties make the following recitals:

A. COUNTY has been granted possession of the major portion of the former Oxnard Air Force Base under lease from the Federal Government for use as a public airport facility (which facility is hereinafter referred to as the "Camarillo Airport").

B. COUNTY and CITY anticipate that fee title to the Camarillo Airport will be transferred from the Federal Government to COUNTY in the near future in accordance with COUNTY'S application therefor.

C. COUNTY'S application for transfer of Camarillo Airport calls for the establishment of a joint powers body representing COUNTY and CITY to oversee airport development.

D. Most of the Camarillo Airport and much of the land surrounding the airport is located within CITY.

E. COUNTY and CITY desire to achieve maximum mutual cooperation in the development of Camarillo Airport and to maintain a balanced perspective in fulfilling COUNTY aviation requirements within a framework of continuing community sensitivity.

10/13/76

F. COUNTY and CITY objectives will be realized by a joint exercise of powers by and between COUNTY and CITY to form a joint review body to oversee airport development and surrounding land use planning.

Based upon the foregoing recitals, the parties do hereby agree as follows:

1. COUNTY and CITY do hereby jointly exercise their powers and create the Camarillo Airport Authority (hereinafter "Authority").

2. The Authority shall be composed of two members of the Ventura County Board of Supervisors, which members shall be selected by the Board of Supervisors; two members of the Camarillo City Council, which members shall be selected by the City Council; and a fifth member to be selected by a majority of the other four members.

3. The Ventura County Board of Supervisors shall not give formal approval or otherwise act upon any matter brought before it pertaining to development, operation or any other matter at the Camarillo Airport until the matter shall have first been submitted to the Authority and a recommendation received therefrom.

4. The Camarillo City Council and the Ventura County Board of Supervisors shall not grant any approval or take any other action in respect to any land use matter within the Camarillo Airport Zone until the matter shall have first been submitted to the Authority and a recommendation received therefrom. "Any land use matter within the Camarillo Airport Zone" shall mean actions relating to zoning, master or general planning, use permits and all other exercises

of the police power which regulate the development of the area designated in Exhibit A, attached hereto and incorporated herein by this reference.

5. COUNTY shall operate the Camarillo Airport in a manner consistent with the restrictions specified in Exhibit B, attached hereto and incorporated herein by this reference. The restrictions shall not be modified, except in emergencies, until the proposed modification shall have first been submitted to the Authority and a recommendation received therefrom.

6. COUNTY and CITY shall exercise their police powers so as to maintain the compatibility of the land within the Camarillo Airport Zone with aviation use and shall not allow uses inconsistent therewith.

7. The Authority shall act expeditiously and avoid unreasonable delays in formulating recommendations for the Ventura County Board of Supervisors and the Camarillo City Council. Any matter submitted to the Authority shall be deemed to have been approved following the expiration of sixty (60) days following submission unless a majority of the members of the Authority shall have denied or taken other action on a matter submitted to it.

8. Notwithstanding the provisions of paragraphs 3 and 4, the Camarillo City Council and the Ventura County Board of Supervisors may act on any matter prior to (1) receiving a recommendation from the Authority or (2) the expiration of sixty (60) days, whichever occurs first, to the extent that such action may be required by law. In the event of a requirement for early action on any matter to be submitted to the Authority, such matter shall be submitted to the Authority at the earliest possible date and the Authority shall be given notice of the date by which action must be taken.

9. The Ventura County Board of Supervisors and the Camarillo City Council shall each give full consideration to all recommendations of the Authority and shall not take any action inconsistent therewith unless by at least a four-fifths vote.

10. The Authority shall hold monthly meetings at a time chosen by members of the Authority. Special meetings may be called by the chairman, vice chairman or any three members. The Authority shall promulgate and adopt rules for the orderly conduct of its meetings and affairs.

11. The Authority shall elect from its members a chairman and vice chairman to serve for one year. Elections shall be held in January.

12. COUNTY shall, without cost to CITY, provide staff and secretarial support to the Authority, which said support shall include the taking of minutes at all Authority meetings, the preparation and distribution of agendas for Authority meetings and coordination of Authority business with CITY staff.

13. All additional expenditures which are recommended by Authority shall be paid by COUNTY subject to COUNTY'S prior approval. The provisions of paragraph nine, pertaining to the four-fifths vote requirement, shall not apply to funding approvals. In the event COUNTY fails to approve any proposed expenditure, the expenditure shall not be incurred unless and until the manner of payment is mutually agreed upon between the parties hereto.

14. The debts, liabilities and obligations of the Authority shall be solely the debts, liabilities and obligations of the Authority and neither the CITY nor the COUNTY shall be liable therefor.

15. The term of this agreement shall be for perpetuity; provided, however, that if COUNTY is precluded from operating the Camarillo Airport for public airport purposes, then this agreement shall be of no further force or effect.

16. This agreement may be modified at any time by mutual agreement of the parties.

COUNTY OF VENTURA

By *Robert L. Hamm*
Chairman, Board of Supervisors

ATTEST:

ROBERT L. HAMM, County Clerk,
County of Ventura, State of California, and ex officio Clerk of the Board of Supervisors thereof.

By *Ray Shickel*
Deputy Clerk



CITY OF CAMARILLO

By *Robert J. Quinn*
Mayor

ATTEST:

By *Kan Keller*
City Clerk

EXHIBIT A

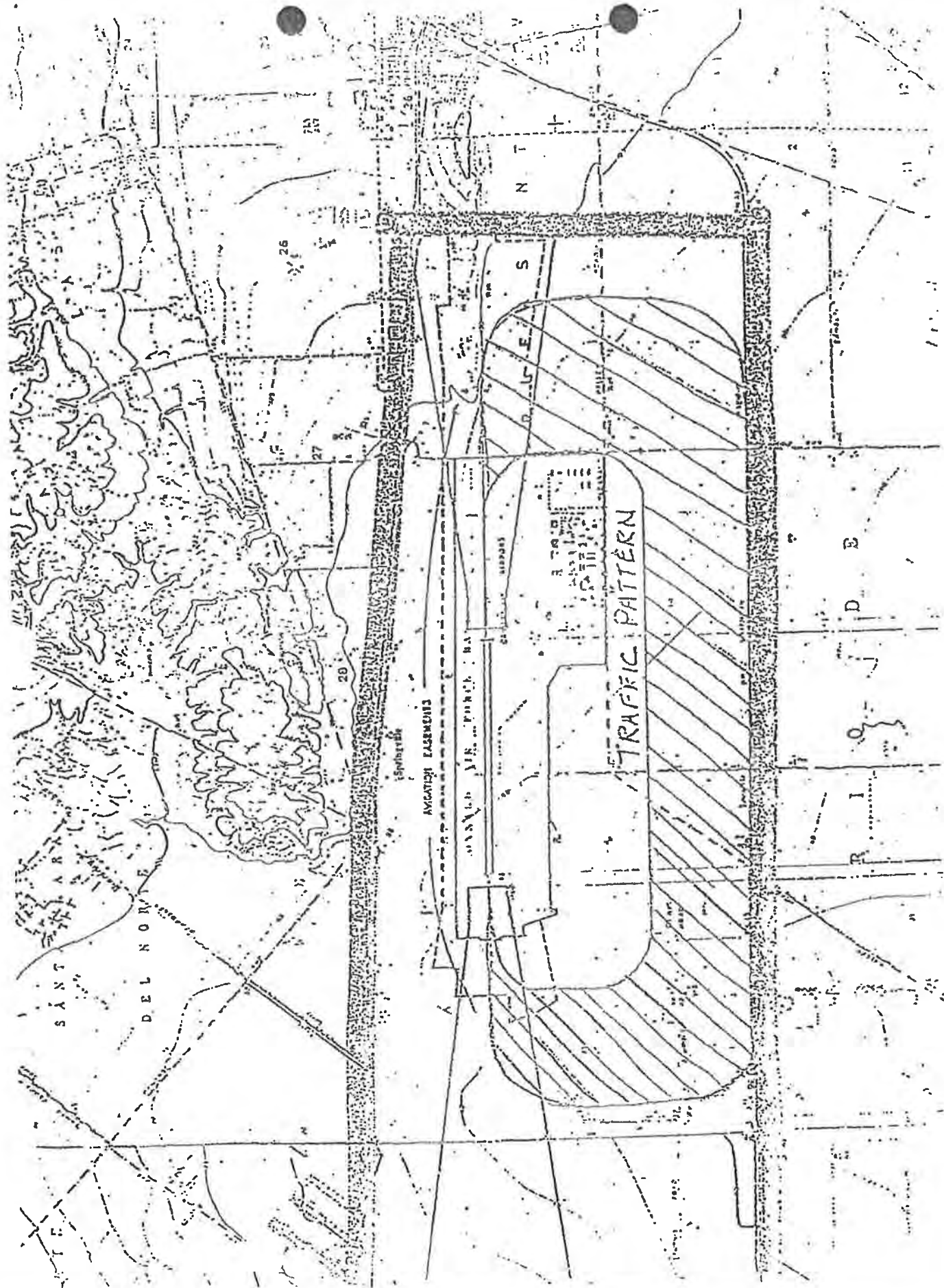
The "Camarillo Airport Zone" shall consist of the area bounded by the following:

Highway 34 to the south; the southerly extension of Carmen Drive to the east; Highway 101 to the north; the western boundary of the Camarillo sphere of interest, as designated on the 1974 Camarillo General Plan, to the west.

EXHIBIT B

CAMARILLO AIRPORT RESTRICTIONS

1. The airport shall be operated for general aviation purposes only. General aviation is defined in Attachment 1, affixed hereto and incorporated herein.
2. The airport operating hours will be from 7:00 AM to 10:00 PM.
3. The usable runway length shall not exceed 6,000 feet and shall be the most westerly 6,000 feet of the existing runway.
4. An aircraft weight limitation of 115,000 lbs. (twin wheel) shall be in effect.
5. The airport VFR traffic pattern shall be to the south of the airfield as designated on Attachment 2, affixed hereto and incorporated herein.
6. Airport development shall be guided to ensure that residential areas are not exposed to noise levels greater than 60 CNEL average noise and 90 dBA single event noise.



ATTACHMENT 1

GENERAL AVIATION

General aviation includes all business and commercial, training, personal transportation, proficiency, and sport flying not classified as air carrier. General aviation includes air taxi or charter for revenue on a non-schedule basis (interstate limited to 30 passengers, 7,500 lbs. cargo), and intrastate freight carriers and interstate freight carriers which operate through exclusive long-term contracts (non-common carriers).

Excluded from general aviation are all air carrier operations. Air carrier operations consist of operations which are certificated by the CAB or the PUC and comprise the following:

- (a) CAB Certificate of Convenience & Necessity covers all interstate common carriers (services offered to public at large) on a regular schedule and route. CAB also certifies interstate air taxi and charter aircraft with more than 30 seats which operate for revenue on a non-scheduled basis. CAB certifies all interstate common carrier freight airlines also, including air taxi over 7,500 pounds of cargo carried.
- (b) PUC certifies all air carrier (people) of any size which operate on a regularly scheduled basis over scheduled routes for revenue. This includes third level carriers such as Golden West. PUC does not certify intrastate freight air carriers.

AMENDMENT #1

"AGREEMENT BETWEEN COUNTY OF VENTURA AND
CITY OF CAMARILLO PERTAINING TO CAMARILLO
AIRPORT DEVELOPMENT AND SURROUNDING LAND USE"

1. WHEREAS, the County of Ventura and the City of Camarillo, in October of 1976, entered into a joint powers agreement pertaining to Airport Development and Surrounding Land Use; and
2. WHEREAS, said agreement provides for the formation of the Oxnard Airport Authority and selection of members thereof; and
3. WHEREAS, the Authority now wishes to amend the "Agreement" to allow alternate members to be appointed and vested with certain voting authority;
4. NOW, THEREFORE, it is hereby resolved that the "AGREEMENT BETWEEN COUNTY OF VENTURA AND CITY OF CAMARILLO PERTAINING TO CAMARILLO AIRPORT DEVELOPMENT AND SURROUNDING LAND USE" be amended as follows:

pg 2 para 2 "Composition of Authority"

Add: "Members of the Board of Supervisors may be selected by the Board of Supervisors as alternates, and members of the City Council may be selected by the City Council as alternates". An alternate to the fifth member (public member) may be selected by a majority vote of the other four Authority members. "Such designated alternate(s) may be a voting participant(s) at an Authority meeting at such time as the regular member(s) representing his/her jurisdiction is not in attendance".

**RESPONSES TO COMMENTER: MR. DAVE NORMAN, CITY MANAGER,
CITY OF CAMARILLO**

Date: November 20, 2019

Comment 1. The Initial Study/Mitigated Negative Declaration (IS/MND) fails to acknowledge an agreement between the City of Camarillo and the County of Ventura entered into in October 1976 (referred hereto as the Agreement), which contains specific restrictions on operations at the Camarillo Airport. This Agreement created the Camarillo Airport Authority (Authority), and the project must be brought forward to the Authority for a recommendation before the Ventura County Board of Supervisors considers granting its approval of the project. The project must comply or be conditioned to comply with this Agreement. The MND should acknowledge the project's potential conflict with the Agreement's Airport Restrictions, especially the aircraft weight limit of 115,000 lbs. and a runway location/length limit of the most westerly 6,000 feet.

Response: Comment noted. In response to this comment, additional information regarding the Agreement and the role of the Authority has been added to the Introduction of the Initial Study (Section A.1).

Insert in Section A.1 of Final IS - *"The County of Ventura and the City of Camarillo entered into a Joint Powers Agreement (Agreement) in 1976 at the time that the major portion of the former Oxnard Air Force Base was granted to the County for use as a public airport. The Agreement created the Camarillo Airport Authority, which is comprised of both County and City decision-makers. The purpose of the Camarillo Airport Authority is to review policy matters pertaining either to the airport or to land use within the Camarillo Airport Zone and make recommendations to the appropriate governing body, i.e., the Ventura County Board of Supervisors and/or the Camarillo City Council. The Agreement defines the boundaries of the Camarillo Airport Zone as well as specific restrictions placed on the operation of the airport at that time."*

As part of the Airport's normal development project approval process, the project will be taken to the Authority for a recommendation prior to it being taken before the Ventura County Board of Supervisors. This normally happens after the public review of any applicable *California Environmental Quality Act* (CEQA) document (in this case, an IS/MND) so the Authority can have the benefit of the CEQA review prior to it making its recommendation.

The proposed project's lease agreement includes the following language in Section 25, Airport Regulations, *"Tenant agrees to observe, obey, and abide by all applicable laws, ordinances, field rules, and other regulations for the common and joint use of Airport facilities and for the maintenance and conduct of all its operations which are not or may hereafter be imposed or promulgated by County, the FAA, or any other governmental agency having jurisdiction over the subject matter."* As such, there is no potential conflict with the Agreement's airport restrictions for this project.

The proposed project does not involve any changes in the runway, including its current location and length, and will not result in noise impacts over residential areas. See also responses to Topical Comments 1 and 2.

Comment 2. The design of the proposed taxiway pavement is “over-engineered” to accommodate large aircraft exceeding the weight limitation of 115,000 pounds, in violation of the Agreement’s Airport Restrictions.

Response: As stated in the draft IS/MND on page A-4, third bullet, compliance with FAA pavement standards for D-III aircraft will be required. These requirements will ultimately set the taxiway pavement design.

Comment 3. The IS/MND does not use the standard CEQA Initial Study Checklist from Appendix G of the CEQA Guidelines, but rather uses a different checklist and thresholds of significance developed by Ventura County. It appears the IS/MND may not have substantial evidence to support its conclusions, specifically in addressing potentially significant adverse impacts associated with air quality, GHG emissions, biological resources, and noise/vibration.

Response: Appendix G of the CEQA Guidelines specifically states the following, “*NOTE: The following is a sample form that may be tailored to satisfy individual agencies’ needs and project circumstances.... The sample questions in this form are intended to encourage thoughtful assessment of impacts, and do not necessarily represent thresholds of significance.*”

In addition to using the Ventura County’s Initial Study Assessment Guidelines (ISAG), the Initial Study’s air quality and GHG evaluations were vetted with the Ventura County Air Pollution Control District. The project’s Biological Resources Survey Report, which was conducted as part of the County’s prior Northeast Hangar project (in which the current project was evaluated on a conceptual basis) was vetted with the United States Fish and Wildlife Service and provided to both the City of Camarillo and the California Department of Fish and Wildlife for review. Neither of these latter two agencies had any comments. The project’s aircraft noise and emission evaluation was completed using Federal Aviation Administration (FAA)-approved methodology. As such, there is substantial evidence based on the review of the impact evaluation’s approach and conclusions from experts in the respective fields identified in this comment to support the IS/MND conclusions.

It should also be noted that this IS/MND tiers off the previously approved *Final Mitigated Negative Declaration and Initial Study for the Proposed Northeast Hangar Development*, approved and adopted by the County of Ventura Board of Supervisors on September 27, 2016 (draft Initial Study, page A-1). This Northeast Hangars MND/IS also used the County thresholds, as presented in the ISAG. The City of Camarillo had no comment on that approach during this previous CEQA study.

Comment 4. The Mitigation, Monitoring and Reporting Program (MMRP) does not adequately address how potential impacts to land use, air quality, GHG emissions, and noise/vibration will be mitigated as there are no analyses or mitigation measures proposed to ensure the project's compliance with the Airport Restrictions.

Response: See response to Comment 1. The proposed project's lease agreement includes the following language in Section 25, Airport Regulations, *"Tenant agrees to observe, obey, and abide by all applicable laws, ordinances, field rules, and other regulations for the common and joint use of Airport facilities and for the maintenance and conduct of all its operations which are not or may hereafter be imposed or promulgated by County, the FAA, or any other governmental agency having jurisdiction over the subject matter."* As such, there is no potential conflict with the Agreement's airport restrictions for this project.

In addition, the MMRP contained in the draft IS/MND is the Northeast Hangar project's MMRP, of which this proposed project was included as a conceptual project feature. The Northeast Hangar project's MMRP was included as an appendix to the IS/MND because the proposed project is responsible for including those measures to the extent applicable. A project-specific MMRP for this project has not yet been prepared, but will be included with the project package and CEQA findings if the project moves forward to the Ventura County Board of Supervisors for approval. Based on the conclusions of the IS/MND, in addition to the mitigation required as part of the Northeast Hangar project, the CloudNine project will be required to mitigate and monitor the proposed air quality construction measures listed on page B-6 and B-7 of the draft Initial Study.

Comment 5. The IS/MND fails to discuss or analyze potential land use impacts associated with the fact that the project site is located within the City's Heritage Zone (Camarillo General Plan, Community Design Element, Section 10.2.5). The City requests that a landscaped trellis be incorporated into the project design along Las Posas Road.

Response. The proposed project is located on County land within the boundaries of the Camarillo Airport. Thus, the City has limited oversight regarding the proposed development. However, the draft Initial Study mentions that the applicant has worked with the City to produce an aesthetically pleasing development that will meet the intent of the City design guidelines (draft Initial Study, page B-18). However, the landscaping treatments shown in the Initial Study on Exhibit A5 are conceptual renderings only. All landscaping treatments identified through negotiations with the City are subjective in nature and should not be included as mitigation, i.e., there is no specific nexus between a landscape trellis and the policy language of the General Plan.

Comment 6. The IS/MND should indicate that an encroachment permit is required from the City for all work within the public right-of-way on Las Posas Road.

Response. Comment noted. This information has been added to Section A7 of the Initial Study to further clarify the information already there, which states, “The City of Camarillo will provide oversight for vehicular access improvements on Las Posas Road.” (draft Initial Study, p. A-10).

Insert in Section A.7 of Final IS - “The City of Camarillo will provide oversight for vehicular access improvements and all work within the public right-of-way on Las Posas Road through the City’s Encroachment Permit process.”

Comment 7. Based on the Agreement, the City’s role on the Authority, and the other City permits required for the proposed project, the City is a Responsible Agency for purposes of this project’s CEQA review and compliance.

Response. CEQA Guidelines Section 15381 defines a responsible agency as a “public agency which proposed to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term “Responsible Agency” includes all public agencies other than the Lead Agency which have discretionary approval power over the project. The City of Camarillo has very limited discretionary power over the proposed project, i.e., an Encroachment Permit for the proposed Las Posas Road connection and the issuance of a “Will Serve” letter for the project’s potable water hookup pending review of the project’s engineering plan (see Comment 11 below).

The City’s primary role in overseeing airport development is through its participation on the Airport Advisory Authority, which does not have discretionary authority over the Airport, but provides recommendations to the County Board of Supervisors prior to its exercise of discretionary action over the Airport as Airport Sponsor.

Comment 8. The IS/MND must be revised to acknowledge and develop mitigation measures to avoid potential impact to bicycle traffic on Las Posas Road based on the existing language in the draft IS. Suggested specific mitigation wording.

Response. The project applicant has already worked with the City to determine the proper placement of the new pedestrian and bicycle infrastructure, which is included within the project plans.

Comment 9. The draft IS text on page B-56 should delete the following sentence, “The post-development runoff flows will be the same as the pre-development levels.” Also, further review is need on how the runoff is handled in the interim and future widening of Las Posas Road.

Response. Based on the proposed on-site water detention and connections to the Airport's stormwater infrastructure, the proposed project will not contribute to additional runoff towards Las Posas Road.

Comment 10. Where will the estimated net export of 6,744 cubic yards be taken? If delivered to a City of Camarillo site, the receiving site must have a valid grading permit. If the export is being hauled outside the City limits, then a haul permit is required. The IS/MND is unclear if the number of diesel haul trucks and routes are included in the analysis of air quality, GHGs, noise/vibration, or traffic/transportation.

Response. Since the proposed project is under the County's jurisdiction, rather than the City of Camarillo, a City grading or haul permit would not be required. At this point in the planning of the project, it is not known where the net export will be taken as this will be decided by the contractor after the project goes out for bid. However, the project will comply with all necessary County permitting procedures.

As discussed in the draft Initial Study, page B-4, construction air quality emissions and GHGs were evaluated using CalEEMod, which estimated both on-road vehicle construction emissions (such as those from dump trucks or light-duty work trucks) and off-road vehicle emissions (such as heavy construction equipment). Diesel haul trucks and routes for construction were included in the analysis using CalEEMod's default settings for similar types of projects within the Ventura County Air Pollution District. (A haul trip length of 20 miles was assumed.) Diesel particulate matter for construction is included in the Exhaust PM_{2.5} columns in the output printouts included in Appendix B of the draft Initial Study.

Construction noise/vibration was not modeled nor determined to be significant given the lack of sensitive receptors in proximity to the project site.

Comment 11. Provides additional language regarding the City's process for water supply 'will-serve' letters.

Response. Comment noted. The following sentence has been added to the text of Section 28a, in response to this comment: "If the engineering plans are approved by the City of Camarillo and connection fees have been paid to the City of Camarillo, the City of Camarillo will issue a 'will-serve' letter."

Insert in Section B28a of Final IS - "If the engineering plans are approved by the City of Camarillo and connection fees have been paid to the City of Camarillo, the City of Camarillo will issue a 'will-serve' letter."

Comment 12. Provides corrections and insertions for the text on draft Initial Study, page B-53 regarding Sewage Collection/Treatment Facilities Impact Analysis.

Response. Comment noted. These text edits have been made as requested.

Revision to Section B29b (No Impact, 1st paragraph) of Final IS - Change “City” to Camarillo Sanitary District”

Revision to Section B29b (No Impact, 2nd paragraph, last sentence) of Final IS - Revise to state, “Once the engineered plans are approved by the City of Camarillo/Camarillo Sanitary District, application to the Camarillo Sanitary District sewer service permit will be submitted. Camarillo Sanitary District will issue a “will-serve” letter if the engineering plans are approved by the City of Camarillo/Camarillo Sanitary District and connection fees have been paid to the Camarillo Sanitary District.”

Comment 13. The Water Supply and Waste Treatment and Disposal Facilities sections should reference the prior studies and analysis conducted in the Final Mitigated Negative Declaration and Initial Study for the Proposed Northeast Hangar Development, approved, and adopted by the County of Ventura Board of Supervisors on September 27, 2016.

Response. Comment noted. As discussed in Section A1 of the draft Initial Study, this IS/MND tiers off the previously approved *Final Mitigated Negative Declaration and Initial Study for the Proposed Northeast Hangar Development*, approved and adopted by the County of Ventura Board of Supervisors on September 27, 2016. In addition, the impact analysis for both Section B28, Water Supply, and Section B29, Waste Treatment and Disposal Facilities begin with the statement, “No change to the previous Northeast Hangars MND/IS analysis is necessary.”



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Writer's Email
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November 19, 2019

Via FedEx – Overnight and E-Mail

Erin Powers, Projects Administrator
Judi Krauss, Environmental Planner
County of Ventura, Department of Airports
555 Airport Way, Suite E
Camarillo, CA 93010

Subject: County of Ventura, Department of Airports; CloudNine at Camarillo Project;
Draft Mitigated Negative Declaration and Initial Study

Dear Ms. Powers and Ms. Krauss:

Our firm represents Airport Properties Limited, LLC (“APL”), whose president is Jerry Alves, a long-term master lease holder of Camarillo Airport property adjacent to the proposed 7-acre CloudNine at Camarillo Project (“CloudNine”) which involves the development of four (4) private commercial airplane hangars (100,800 sf) and offices (20,650 sf). The CloudNine project also involves a discretionary project approval from the County of Ventura (“County”), through its Department of Airports (“DOA”). County DOA is thus the lead agency under the California Environmental Quality Act (“CEQA”) (Pub. Res. Code §21000 et seq.) for the CloudNine project. This letter is written on behalf of APL and is both a request for additional time to respond to the above-referenced Draft Mitigated Negative Declaration and Initial Study (“MND”) as well as preliminary comments to the MND given the truncated, non-CEQA compliant time provided to my client for doing so.

1. Inadequate Notice of Availability and Intent to Adopt MND pursuant to 14 California Code of Regulations (“CCR”) §15072

In early March 2019, an APL public records request uncovered a January 16, 2019 letter from the developer of the CloudNine project inquiring about the feasibility of basing Boeing Business Jets (“BBJs”) at Camarillo Airport through the CloudNine commercial hangar development project. As you are aware, BBJs are a private version of a Boeing 737-800, the 150-passenger aircraft used by many airlines such as Southwest, Alaska and United. These aircraft weigh about 103,000 pounds with zero fuel and can weigh as much as 174,000+ pounds. Having

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these aircraft stored in in the CloudNine hangar project raises numerous environmental issues since it is abundantly clear that most missions by these aircraft would rarely be local flights and would involve fuel and passenger loads making their anticipated take-off weight to be in excess of 130,000 pounds up to the maximum of 174,000+ pounds.

On April 25, June 24, September 13, and October 28, 2019, APL and its attorney Mark F. Sullivan, attempted to obtain public information and public records from DOA regarding the CloudNine project and the possibility of storing BBJs at Camarillo Airport. Each time, DOA either denied APL's request or asserted an exception to public disclosure under the Public Records Act. However, following a November 7, 2019 letter from APL to DOA about the CloudNine project, DOA responded with an e-mail dated November 8, 2019, stating that documents about the CloudNine project which were previously withheld as privileged "[have] now been made public." APL and its attorney, Mark F. Sullivan, were directed to the DOA website and advised to open the CloudNine tab to see a notice of availability of an MND and to separately navigate to a Projects Update link to review the actual MND. Although it is unclear when the MND was posted on the DOA website, the MND document itself states that the public review and comment period started on October 21, 2019 and ends on November 20, 2019. During the entire time of APL's requests for CloudNine information from April to October 2019, County DOA did not mail, e-mail or transmit the Draft MND for CloudNine to APL or APL's attorney. All of these communications are incorporated herein by reference.

14 CCR §15072 sets forth the legal mandates for a lead agency (in this case, the County DOA) when giving notice of its intent to adopt a MND to the public, responsible agencies, and trustee agencies. Subdivision (b) of Section 15072 required the DOA to "mail a notice of intent to adopt a negative declaration or mitigated negative declaration to the last known name and address of all organizations and individuals who have previously requested such notice in writing." Moreover, subdivision (b) of 15072 provides three (3) public notice procedures that help a lead agency provide adequate public notice for the proposed MND. In particular, 14 CCR §15072(b)(3) indicates that direct mailing to the owners and occupants of property contiguous to the project is not only another means of providing adequate public notice but it underscores the standing of adjacent/contiguous property owners and occupants like APL regarding the potential impact of a discretionary development like CloudNine. And it is important to note that it is CEQA policy "to provide more meaningful public disclosure" about a project's potential effects on the environment (Pub. Res. Code §21002.1(e)) and to "[i]nform governmental decision makers and the public about the potential, significant environmental effects of proposed activities" (14 CCR §15002(a)(1)).

Given the facts and the applicable CEQA law and regulations above, County DOA has not provided CEQA-compliant notice of the CloudNine project to my client APL or APL's attorney. This is especially true when prior written correspondence from APL to DOA about the CloudNine project put DOA on actual notice that APL was interested in and concerned about the CloudNine project and its potential effects to the environment. DOA, for whatever reason, failed to provide notice of availability and intent to adopt an MND for the CloudNine project to APL when it is clear from APL's correspondence that APL was an interested and affected member of the public.

DOA was also negligent in not mailing this CEQA notice to all the owners and occupants/lessees of Camarillo Airport property.

DOA's failure to live up to CEQA's robust public information provisions is amplified by its abuse of the Public Records Act's exemption provisions for certain types of public documents in its possession and development. In other words, County DOA may not claim a Public Records Act exemption from public disclosure about a document ("Draft MND") and also claim that the Draft MND was available for public review and comment. APL and APL's attorney had an open request about the CloudNine project pending at the start of the MND public comment period on October 21, 2019 but this request was rebuffed and did not result in their receipt of the Draft MND information from DOA until November 8, 2019. This is an unacceptable and CEQA-violating eighteen (18) days after the start of the public comment period. This CEQA violation left APL with only twelve (12) days to review and respond to the Draft MND. Twelve days does not meet the CEQA regulatory minimum of twenty (20) days to review an MND in accordance with 14 CCR §15105(b). This failure to provide adequate public notice constitutes a prejudicial abuse of discretion because DOA "has not proceeded in a manner required by law." Pub. Res. Code §21168.5.

On November 12, 2019, APL's attorney requested an extension of time for the comment period. This was denied on November 14, 2019. This letter was APL's request for an extension of eighteen (18) days or until December 9, 2019 to review and respond to the Draft MND for the CloudNine Project. This letter is yet another request for such an extension of time given the County DOA's failure to abide by CEQA public noticing policies and procedures.

The following comments on the CloudNine Draft MND are provided to DOA as preliminary comments given the truncated time to review the Draft MND. We provide these comments on APL's behalf reserving all rights to provide further CEQA comment during the County's discretionary review and consideration of the CloudNine project. These comments are also provided to ensure that APL, at minimum, has proper standing to legally challenge any project approval by the County based on this Draft MND.

2. Draft MND for CloudNine violates CEQA because it fails to adequately define and describe the whole of the CloudNine project

The CloudNine project description on pages A-2 through A-10 of the Draft MND is inadequate because it does not accurately describe and define the whole of the project in accordance with 14 CCR §15378. Section 15378(a) defines a CEQA project as "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." Although the Draft MND does describe the project's site grading, related public works/drainage construction and actual hangar construction activity as direct physical changes to the environment, it completely fails to describe the indirect physical change in the environment caused by the accommodation, storage and operation of BBJs if that is permitted in these new hangars. While it is true that some of the

executive jets that currently operate out of Camarillo have wingspans almost as large as that of a BBJ, the BBJ has a significantly greater gross take-off weight requiring an order of magnitude increase in power with a corresponding increase in noise and vibration. The Draft MND fails to analyze the impact of BBJs even though it states on page A-4 that the depth of the proposed new hangars “can accommodate an aircraft such as the Boeing Business Jet 737-800 or a Gulfstream 650, two of the largest types of aircraft that are anticipated to use the airport.” Moreover, MND Appendix B: Noise, Air Pollutant, and Greenhouse Gas Modeling at page B-3 clearly states that 312 annual operations of the BBJ and Gulfstream, each, are included in this technical analysis for the CloudNine project. There is no explanation why this information was not included in the body of the MND, especially the project description.

The environmental analysis of the creation of hangars that are designed to hold such large passenger aircraft must necessarily also include the environmental impact of those large aircraft flying into and out of the Camarillo Airport in order to use those new hangars. Such environmental impacts from these types of aircraft are reasonably foreseeable under the terms and conditions of the CloudNine project. Moreover, the Draft MND neither acknowledges nor discusses the proposed project in light of the 1976 Joint Powers Agreement (“JPA”) by and between the City of Camarillo and the County of Ventura over the land use development of the Camarillo Airport which restricts aircraft at the Camarillo Airport to 115,000 lbs. in size as set forth on page 4a7 of the JPA. These simple facts are part of the whole CloudNine project and it is wrong under CEQA for County DOA not to include such facts as part of its project review.

3. Draft MND for CloudNine violates CEQA because it fails to adequately identify and inform the decision-making body and the public about the project’s potential to cause significant noise and vibration impacts

Because the Draft MND fails to describe and define the whole of the proposed CloudNine project, it fails to adequately identify the project’s potential to cause significant noise and vibration impacts from the accommodation of such larger aircraft. The CEQA Guidelines Appendix G checklist consists of sample questions divided into categories of potential physical impacts a project may have. With respect to noise, the Appendix G checklist asks whether the project would result in “[a] substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.” (CEQA Guidelines, Appen. G, § XII, subd. (d).) CEQA case law provides that “the lead agency should consider both the increase in noise level and the absolute noise level associated with a project. (*Environmental Planning & Information Council v. County of El Dorado* (1982) 131 Cal.App.3d at p. 354, . . . [CEQA “concerns itself with the impacts of the project on the environment, defined as the existing physical conditions in the affected area”]; Pub. Resources Code, § 21060.5 [defining environment]; *Berkeley Jets, supra*, 91 Cal.App.4th at p. 1382, 111 Cal.Rptr.2d 598 [concluding the “potential noise impact of increased nighttime flights mandate[d] further study”]; *id.* at pp. 1381–1382, 111 Cal.Rptr.2d 598 [where there had been no “meaningful analysis of existing ambient noise levels”].)” quoted in *Keep Our Mountains Quiet v. County of Santa Clara* (2015) 236 Cal.App.4th 714, 733; see also 14 CCR §15064(d)(1) to (d)(3) and MND at pages B-2 and B-34 to B-37.

Given this CEQA case law mandate, the MND Appendix B: Noise, Air Pollutant, and Greenhouse Gas Modeling, which spends barely 4 pages out of a total of 58 pages discussing the noise impacts from the CloudNine project, is inadequate and fails to address noise impacts from an ambient noise level and absolute noise level associated with the whole project. Nothing in those pages discusses the BBJ and Gulfstream 650 jets noise levels relative to the existing aircraft fleet mix currently operating at the Camarillo Airport and thus any change to the noise environment is difficult to discern from what is revealed by the MND. Vibration levels of these larger jets is not discussed at all in the MND and that is an abuse of discretion under CEQA.

Also, in reviewing the MND, we note that the noise map at page B-33 only shows noise levels immediately around the runway, but title 14, Code of Federal Regulations, Part 150, Appendix A – Noise Exposure Maps requires information on flight tracks for 30,000 feet (5.5 miles) from the runways with expected altitudes, etc., for approach and/or departure. See attachment for a copy of this portion of the Code of Federal Regulations. Moreover, 49 United States Code §47500 et seq. requires noise compatibility studies for airports in order to be federal grant eligible. Since the Camarillo Airport NE Hangar Project is dependent on federal grants for taxilane improvements related to the CloudNine project – it is imperative that County DOA include Noise Exposure Maps and Compatibility Studies consistent with federal law and regulations in their CEQA analysis for this project. Failure to do so is another instance of abuse of discretion under CEQA.

Together, these failures to identify noise and vibration from these large jets flying into and out of Camarillo Airport is a clear violation of CEQA's informational mandate. The draft MND must be revised and recirculated with a complete noise and vibration study based upon the whole of the project that involves aircraft hangers designed to hold aircraft with gross take-off weights in excess of 174,000 pounds in size with their attendant jet engine noise and vibration as they use the flight path that brings these jets over a church (St. Mary Magdalene in Old Camarillo), a historic site (the Camarillo Ranch), Leisure Village in the Santa Rosa Valley, the new Village Commons development and park and the thousands of workers and shoppers at the outlet mall across the Camarillo Airport.

4. Draft MND for CloudNine violates CEQA because it fails to provide feasible mitigation measures for the project's potential to cause significant noise and vibration impacts so that the project's noise and vibration impacts are mitigated to a level of less than significant

And because the Draft MND fails to identify the project's potential to cause a significant environmental effect, it fails to mitigate those impacts to a level of less than significant. See 14 CCR §15071(e) [an MND must include mitigation measures in the project to avoid potentially significant effects]. The CloudNine Notice of Availability and Intent to Adopt a MND only identifies six areas of potentially significant environmental impacts (*i.e.*, air quality, biological resources, liquefaction, expansive soils, subsidence and transportation/traffic) which would be subject to CEQA's mitigation requirement (Pub. Res. Code §21002). Thus, the MND fails to

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address or mitigate the potentially significant effect of the project on noise and vibration from the anticipated large jets at the Camarillo Airport. The Draft MND is defective on a threshold basis.

5. Foregoing points constitute fair argument that CloudNine Project may have a significant adverse environmental impact and thus County DOA must rescind its decision to prepare MND and to prepare a Draft EIR for the CloudNine project instead

If the County DOA is presented with a fair argument that a project may have a significant effect on the environment, the County DOA shall prepare an EIR even though it may also be presented with other substantial evidence that the project will not have significant effect. *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68; 14 CCR 15064(f)(1). This lack of an adequate noise and vibration study focusing on the larger jets using the Camarillo Airport may not, by itself, give rise to a fair argument that the CloudNine Project will in fact have significant noise effects, but this lack of increased and absolute noise from the project with the larger jets “does ‘enlarge the scope’ of the fair argument which may be made ‘based on the limited facts in the record.’” (*Sundstrom v. County of Mendocino, supra*, 202 Cal.App.3d at p. 311, 248 Cal.Rptr. 352.)” as quoted in *Gentry v. City of Murrieta* (1995), 36 Cal. App.4th 1359, 1382; see also *Keep Our Mountains Quiet v. County of Santa Clara* (2015) 236 Cal.App.4th 714, 733-735.

Conclusion

Primarily, this letter is a request for additional time to review and respond to the Draft MND because of the inadequate notice provided. Secondarily, this letter sets forth comments on the Draft MND showing its non-compliance with CEQA requirements.

Sincerely,

ARNOLD LAROCHELLE MATHEWS
VANCONAS & ZIRBEL LLP



Robert N. Kwong

RNK:em
Enclosure
cc: Mark F. Sullivan

Appendix A to Part 150 - Noise Exposure Maps

PART A - GENERAL

Sec. A150.1 Purpose.

Sec. A150.3 Noise descriptors.

Sec. A150.5 Noise measurement procedures and equipment.

PART B - NOISE EXPOSURE MAP DEVELOPMENT

Sec. A150.101 Noise contours and land usages.

Sec. A150.103 Use of computer prediction model.

Sec. A150.105 Identification of public agencies and planning agencies.

PART C - MATHEMATICAL DESCRIPTIONS

Sec. A150.201 General.

Sec. A150.203 Symbols.

Sec. A150.205 Mathematical computations.

PART A - GENERAL

Sec. A150.1 Purpose.

(a) This appendix establishes a uniform methodology for the development and preparation of airport noise exposure maps. That methodology includes a single system of measuring noise at airports for which there is a highly reliable relationship between projected noise exposure and surveyed reactions of people to noise along with a separate single system for determining the exposure of individuals to noise. It also identifies land uses which, for the purpose of this part are considered to be compatible with various exposures of individuals to noise around airports.

(b) This appendix provides for the use of the FAA's Integrated Noise Model (INM) or an FAA approved equivalent, for developing standardized noise exposure maps and predicting noise impacts. Noise monitoring may be utilized by airport operators for data acquisition and data refinement, but is not required by this part for the development of noise exposure maps or airport noise compatibility programs. Whenever noise monitoring is used, under this part, it should be accomplished in accordance with Sec. A150.5 of this appendix.

Sec. A150.3 Noise descriptors.

Airport Noise Measurement. The A-Weighted Sound Level, measured, filtered and recorded in accordance with Sec. A150.5 of this appendix, must be employed as the unit for the measurement of single event noise at airports and in the areas surrounding the airports.

Airport Noise Exposure. The yearly day-night average sound level (YDNL) must be employed for the analysis and characterization of multiple aircraft noise events and for determining the cumulative exposure of individuals to noise around airports.

Sec. A150.5 Noise measurement procedures and equipment.

Sound levels must be measured or analyzed with equipment having the "A" frequency weighting, filter characteristics, and the "slow response" characteristics as defined in International Electrotechnical Commission (IEC) Publication No. 179, entitled "Precision Sound Level Meters" as incorporated by reference in part 150 under § 150.11. For purposes of this part, the tolerances allowed for general purpose, type 2 sound level meters in IEC 179, are acceptable.

Noise measurements and documentation must be in accordance with accepted acoustical measurement methodology, such as those described in American National Standards Institute publication ANSI S1.13, dated 1971 as revised 1979, entitled "ANSI - Methods for the Measurement of Sound Pressure Levels"; ARP No. 796, dated 1969, entitled "Measurement of Aircraft Exterior Noise in the Field"; "Handbook of Noise Measurement," Ninth Ed. 1980, by Arnold P.G. Peterson; or "Acoustic Noise Measurement," dated Jan., 1979, by J.R. Hassell and K. Zaveri. For purposes of this part, measurements intended for comparison to a State or local standard or with another transportation noise source (including other aircraft) must be reported in maximum A-weighted

sound levels (L_{AM}); for computation or validation of the yearly day-night average level (L_{dn}), measurements must be reported in sound exposure level (L_{AE}), as defined in Sec. A150.205 of this appendix.

PART B - NOISE EXPOSURE MAP DEVELOPMENT
Sec. A150.101 Noise contours and land usages.

To determine the extent of the noise impact around an airport, airport proprietors developing noise exposure maps in accordance with this part must develop L_{dn} contours. Continuous contours must be developed for YDNL levels of 65, 70, and 75 (additional contours may be developed and depicted when appropriate). In those areas where YDNL values are 65 YDNL or greater, the airport operator shall identify land uses and determine land use compatibility in accordance with the standards and procedures of this appendix.

Table 1 of this appendix describes compatible land use information for several land uses as a function of YDNL values. The ranges of YDNL values in Table 1 reflect the statistical variability for the responses of large groups of people to noise. Any particular level might not, therefore, accurately assess an individual's perception of an actual noise environment. Compatible or noncompatible land use is determined by comparing the predicted or measured YDNL values at a site with the values given. Adjustments or modifications of the descriptions of the land-use categories may be desirable after consideration of specific local conditions.

(c) Compatibility designations in Table 1 generally refer to the major use of the site. If other uses with greater sensitivity to noise are permitted by local government at a site, a determination of compatibility must be based on that use which is most adversely affected by noise. When appropriate, noise level reduction through incorporation of sound attenuation into the design and construction of a structure may be necessary to achieve compatibility.

(d) For the purpose of compliance with this part, all land uses are considered to be compatible with noise levels less than L_{dn} 65 dB. Local needs or values may dictate further delineation based on local requirements or determinations.

(e) Except as provided in (f) below, the noise exposure maps must also contain and identify:

(1) Runway locations.

(2) Flight tracks.

(3) Noise contours of L_{dn} 65, 70, and 75 dB resulting from aircraft operations.

(4) Outline of the airport boundaries.

(5) Noncompatible land uses within the noise contours, including those within the L_{dn} 65 dB contours. (No land use has to be identified as noncompatible if the self-generated noise from that use and/or the ambient noise from other nonaircraft and nonairport uses is equal to or greater than the noise from aircraft and airport sources.)

(6) Location of noise sensitive public buildings (such as schools, hospitals, and health care facilities), and properties on or eligible for inclusion in the National Register of Historic Places.

(7) Locations of any aircraft noise monitoring sites utilized for data acquisition and refinement procedures.

(8) Estimates of the number of people residing within the L_{dn} 65, 70, and 75 dB contours.

(9) Depiction of the required noise contours over a land use map of a sufficient scale and quality to discern streets and other identifiable geographic features.

(f) Notwithstanding any other provision of this part, noise exposure maps prepared in connection with studies which were either Federally funded or Federally approved and which commenced before October 1, 1981, are not required to be modified to contain the following items:

- (1) Flight tracks depicted on the map.
- (2) Use of ambient noise to determine land use compatibility.
- (3) The L_{dn} 70 dB noise contour and data related to L_{dn} 70 dB contour. When determinations on land use compatibility using Table 1 differ between L_{dn} 65-70 dB and the L_{dn} 70-75 dB, determinations should either use the more conservative L_{dn} 70-75 dB column or reflect determinations based on local needs and values.
- (4) Estimates of the number of people residing within the L_{dn} 65, 70, and 75 dB contours.

TABLE 1 - LAND USE COMPATIBILITY* WITH YEARLY DAY-NIGHT AVERAGE SOUND LEVELS

Land use	Yearly day-night average sound level (L_{dn}) in decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
Residential						
Residential, other than mobile homes and transient lodgings	Y	N(1)	N(1)	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N(1)	N(1)	N(1)	N	N
Public Use						
Schools	Y	N(1)	N(1)	N	N	N

Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Governmental services	Y	Y	25	30	N	N
Transportation	Y	Y	Y(2)	Y(3)	Y(4)	Y(4)
Parking	Y	Y	Y(2)	Y(3)	Y(4)	N
Commercial Use						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail - building materials, hardware and farm equipment	Y	Y	Y(2)	Y(3)	Y(4)	N
Retail trade - general	Y	Y	25	30	N	N
Utilities	Y	Y	Y(2)	Y(3)	Y(4)	N
Communication	Y	Y	25	30	N	N
Manufacturing and Production						

Manufacturing, general	Y	Y	Y(2)	Y(3)	Y(4)	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y(6)	Y(7)	Y(8)	Y(8)	Y(8)
Livestock farming and breeding	Y	Y(6)	Y(7)	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
Recreational						
Outdoor sports arenas and spectator sports	Y	Y(5)	Y(5)	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts and camps	Y	Y	Y	N	N	N
Golf courses, riding stables and water recreation	Y	Y	25	30	N	N

Numbers in parentheses refer to notes.

*The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable or unacceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between

specific properties and specific noise contours rests with the local authorities. FAA determinations under part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

Key to Table 1

SLUCM = Standard Land Use Coding Manual.

Y (Yes) = Land Use and related structures compatible without restrictions.

N (No) = Land Use and related structures are not compatible and should be prohibited.

NLR = Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.

25, 30, or 35 = Land use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

Notes for Table 1

Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10 or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.

Measures to achieve NLR 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal noise level is low.

Measures to achieve NLR 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas or where the normal level is low.

(5) Land use compatible provided special sound reinforcement systems are installed.

(6) Residential buildings require an NLR of 25.

(7) Residential buildings require an NLR of 30.

(8) Residential buildings not permitted.

Sec. A150.103 Use of computer prediction model.

The airport operator shall acquire the aviation operations data necessary to develop noise exposure contours using an FAA approved methodology or computer program, such as the Integrated Noise Model (INM) for airports or the Heliport Noise Model (HNM) for heliports. In considering approval of a methodology or computer program, key factors include the demonstrated capability to produce the required output and the public availability of the program or methodology to provide interested parties the opportunity to substantiate the results.

Except as provided in paragraph (c) of this section, the following information must be obtained for input to the calculation of noise exposure contours:

(1) A map of the airport and its environs at an adequately detailed scale (not less than 1 inch to 2,000 feet) indicating runway length, alignments, landing thresholds, takeoff start-of-roll points, airport boundary, and flight tracks out to at least 30,000 feet from the end of each runway.

(2) Airport activity levels and operational data which will indicate, on an annual average-daily-basis, the number of aircraft, by type of aircraft, which utilize each flight track, in both the standard daytime (0700-2200 hours local) and nighttime (2200-0700 hours local) periods for both landings and takeoffs.

(3) For landings - glide slopes, glide slope intercept altitudes, and other pertinent information needed to establish approach profiles along with the engine power levels needed to fly that approach profile.

(4) For takeoffs - the flight profile which is the relationship of altitude to distance from start-of-roll along with the engine power levels needed to fly that takeoff profile; these data must reflect the use of noise abatement departure procedures and, if applicable, the takeoff weight of the aircraft or some proxy for weight such as stage length.

(5) Existing topographical or airspace restrictions which preclude the utilization of alternative flight tracks.

(6) The government furnished data depicting aircraft noise characteristics (if not already a part of the computer program's stored data bank).

(7) Airport elevation and average temperature.

For heliports, the map scale required by paragraph (b)(1) of this section shall not be less than 1 inch to 2,000 feet and shall indicate heliport boundaries, takeoff and landing pads, and typical flight tracks out to at least 4,000 feet horizontally from the landing pad. Where these flight tracks cannot be determined, obstructions or other limitations on flight tracks in and out of the heliport shall be identified within the map areas out to at least 4,000 feet horizontally from the landing pad. For static operation (hover), the helicopter type, the number of daily operations based on an annual average, and the duration in minutes of the hover operation shall be identified. The other information required in paragraph (b) shall be furnished in a form suitable for input to the HNM or other FAA approved methodology or computer program.

Sec. A150.105 Identification of public agencies and planning agencies.

The airport proprietor shall identify each public agency and planning agency whose jurisdiction or responsibility is either wholly or partially within the L_{dn} 65 dB boundary.

For those agencies identified in (a) that have land use planning and control authority, the supporting documentation shall identify their geographic areas of jurisdiction.

PART C - MATHEMATICAL DESCRIPTIONS

Sec. A150.201 General.

The following mathematical descriptions provide the most precise definition of the yearly day-night average sound level (L_{dn}), the data necessary for its calculation, and the methods for computing it.

Sec. A150.203 Symbols.

The following symbols are used in the computation of L_{dn} ;

Measure (in dB)	Symbol
-----------------	--------

Average Sound Level, During Time T	L_T
Day-Night Average Sound Level (individual day)	L_{dni}
Yearly Day-Night Average Sound Level	L_{dn}
Sound Exposure Level	L_{AE}

Sec. A150.205 Mathematical computations.

Average sound level must be computed in accordance with the following formula:

$$L_T = 10 \log_{10} \left[\frac{1}{T} \int_0^T 10^{L_A(t)/10} dt \right] \quad (1) \quad L_T = 10 \log_{10} \left[\frac{1}{T} \int_0^T 10^{L_A(t)/10} dt \right] \quad (1)$$

where T is the length of the time period, in seconds, during which the average is taken; $L_A(t)$ is the instantaneous time varying A-weighted sound level during the time period T.

NOTE:

When a noise environment is caused by a number of identifiable noise events, such as aircraft flyovers, average sound level may be conveniently calculated from the sound exposure levels of the individual events occurring within a time period T:

$$L_T = 10 \log_{10} \left[\frac{1}{T} \sum_{i=1}^n 10^{L_{AEi}/10} \right] \quad (2) \quad L_T = 10 \log_{10} \left[\frac{1}{T} \sum_{i=1}^n 10^{L_{AEi}/10} \right] \quad (2)$$

where L_{AEi} is the sound exposure level of the i-th event, in a series of n events in time period T, in seconds.

NOTE:

When T is one hour, L_T is referred to as one-hour average sound level.

Day-night average sound level (individual day) must be computed in accordance with the following formula:

$$L_{dn} = 10 \log_{10} \left[\frac{1}{186400} \left(\int_{0700}^{0000} 10^{[L_A(t)+10]/10} dt + \int_{2200}^{0700} 10^{L_A(t)/10} dt + \int_{2400}^{2200} 10^{[L_A(t)+10]/10} dt \right) \right] \quad (3) \quad L_{dn} = 10 \log_{10} \left[\frac{1}{186400} \left(\int_{0000}^{0700} 10^{[L_A(t)+10]/10} dt + \int_{0700}^{2200} 10^{L_A(t)/10} dt + \int_{2200}^{2400} 10^{[L_A(t)+10]/10} dt \right) \right] \quad (3)$$

Time is in seconds, so the limits shown in hours and minutes are actually interpreted in seconds. It is often convenient to compute day-night average sound level from the one-hour average sound levels obtained during successive hours.

Yearly day-night average sound level must be computed in accordance with the following formula:

$$L_{dn} = 10 \log_{10} \left[\frac{1}{1365} \sum_{i=1}^{365} 10^{L_{dni}/10} \right] \quad (4) \quad L_{dn} = 10 \log_{10} \left[\frac{1}{1365} \sum_{i=1}^{365} 10^{L_{dni}/10} \right] \quad (4)$$

where L_{dni} is the day-night average sound level for the i-th day out of one year.

Sound exposure level must be computed in accordance with the following formula:

$$L_{AE} = 10 \log_{10} \left[\frac{1}{t_2 - t_1} \int_{t_1}^{t_2} 10^{L_A(t)/10} dt \right] \quad (5) \quad L_{AE} = 10 \log_{10} \left[\frac{1}{t_2 - t_1} \int_{t_1}^{t_2} 10^{L_A(t)/10} dt \right] \quad (5)$$

where t_0 is one second and $L_A(t)$ is the time-varying A-weighted sound level in the time interval t_1 to t_2 .

The time interval should be sufficiently large that it encompasses all the significant sound of a designated event.

The requisite integral may be approximated with sufficient accuracy by integrating $LA(t)$ over the time interval during which $LA(t)$ lies within 10 decibels of its maximum value, before and after the maximum occurs.

[Doc. No. 18691, [49 FR 49269](#), Dec. 18, 1984; [50 FR 5064](#), Feb. 6, 1985, as amended by Amdt. 150-1, [53 FR 8724](#), Mar. 16, 1988; Amdt. 150-4, [69 FR 57626](#), Sept. 24, 2004]

RESPONSES TO COMMENTER: MR. ROBERT N. KWONG, A TO Z LAW

Date: November 19, 2019

Comment 1. Inadequate Notice of Availability and Intent to Adopt MND pursuant to 14 California Code of Regulations (“CCR”) Section 15072 - The comment states that because their client had made public records requests regarding the proposed project, they should have been notified individually of the Notice of Availability and Intent to Adopt a Mitigated Negative Declaration that was made public through the newspaper and County Department of Airports website on October 21, 2019. The comment also states that the County Department of Airports was negligent in not mailing the public notice to all owners and occupants/lessees of Camarillo Airport property. The commenter has requested an extension of time for their comments, which has been denied.

Response. A Notice of Availability and Intent to Adopt a Mitigated Negative Declaration for the proposed project was published following CEQA Guidelines Section 15072, Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration, and Section 15073, Public Review of a Proposed Negative Declaration or Mitigated Negative Declaration in the Public Notice section of the Ventura County Star on October 21, 2019 as well as on the County Department of Airport’s Camarillo Airport website under the Project Updates tab. An extra 10-day review period was provided beyond the CEQA-mandated 20-day review period. Thus, the CEQA-mandated notice has exceeded the CEQA requirements for public notice.

CEQA Guidelines Section 15072 provides three options for circulating the public notice in addition to providing it to those organizations and individuals who have previously requested such notice in writing. This request is not the same as a Public Records Request under the *Public Records Act*. The County Department of Airports routinely uses Section 15072(b)(1) as its method of public noticing, i.e., “publication at least one time by the lead agency in a newspaper of general circulation in the area affected by the proposed project.” Thus, the CEQA-mandated notice has exceeded the CEQA requirements for public notice.

Comment 2. The project description fails to adequately identify and define the whole of the CloudNine project - The comment states that the project description should describe the indirect physical change in the environment caused by the accommodation, storage and operation of Boeing Business Jets if that is permitted in these new hangars.

Response. The proposed project’s lease agreement includes the following language in Section 25, Airport Regulations, *“Tenant agrees to observe, obey, and abide by all applicable laws, ordinances, field rules, and other regulations for the common and joint use of Airport facilities and for the maintenance and conduct of all its operations which are not or may hereafter be imposed or promulgated by County, the FAA, or any other governmental agency having jurisdiction over the subject matter.”* In addition, the project does not involve any changes in the

runway, including its current location and length. As such, there is no potential conflict with the Agreement's airport restrictions for this project.

The draft Initial Study acknowledges the potential for larger aircraft that are part of the Federal Aviation Administration's (FAA) Aircraft Design Group D-III (which is the FAA-established design criteria for the airport's airfield and pavement infrastructure based on the airport's existing and ultimate airport users) to use the proposed hangars (page A-4). As shown conceptually on Exhibit A3 of the draft Initial Study, the size of the proposed hangars can accommodate a variety of aircraft sizes from as small as a PC-12 to as large as a Gulfstream 650. These are aircraft that currently use the airport on a regular basis without the project. However, the proposed hangar door height (28 feet) for all hangars does not accommodate the Boeing Business Jet 737-800, which has a tail height of over 41 feet. In addition, the hangar floors have not been designed to accommodate the weight of this aircraft nor would the electrical system's GPU connectors have the proper amperage. Some 737 series aircraft are also too long to be contained in the hangars. In summary, the CloudNine hangars have not been designed to accommodate the Boeing Business Jet 737-800.

As part of the environmental analysis, the draft Initial Study evaluated a mix of potential hangar uses that represent a reasonable, but conservative, analysis to identify potentially significant impacts, particularly in terms of aircraft noise and emissions (see Appendix B of the draft Initial Study). As part of this conservative analysis, one Boeing Business Jet 737-800, which is one of the largest aircraft within the FAA's Aircraft Design Group D-III and exceeds the airport's weight limit restrictions when operated under normal circumstances (but which could operate under the weight restrictions with limited loads), was included in the noise modeling effort to ensure that the analysis evaluated environmental impacts that exceed the foreseeable impacts of this project and included all aircraft within the FAA's design criteria for the airport. Although the project will not accommodate Boeing Business Jet 737-800s, based on the analysis in the draft Initial Study, even if one were to operate at the airport, the noise impact would be less than significant and would remain within the stipulations of the Agreement.

Comment 3. The draft MND fails to adequately identify and inform the decision-making body and the public about the project's potential to cause significant noise and vibration impacts. Comment also states that the MND should include a Noise Exposure Map as defined in Title 14, Code of Federal Regulations, Part 150 (Part 150).

Response. The draft Initial Study evaluated noise and vibration impacts in Section B.21. The draft Initial Study evaluated the prospective use of the proposed hangars, while ensuring that a range of larger aircraft were included in the analysis to provide a "conservative" approach. Based on the noise modeling effort conducted as part of the draft Initial Study, if the proposed project increases annual airport operations by approximately 3,850 takeoffs or landings by turboprop and business jet aircraft (including Gulfstream 650s and Boeing Business Jets - see draft Initial Study, Appendix B, Table B2), the resulting 60 CNEL noise exposure contours once the project is operational (assumed to be Year 2020) would increase by approximately 26 acres, all of which would be located over agricultural or light industrial

land uses. No noise above the 60 CNEL would occur over residential areas.

The environmental analysis was prepared using FAA's Aviation Environmental Design Tool (AEDT) - a tool developed specifically to evaluate these types of impacts. As described in Appendix B, pages B-1 and B-2, the AEDT is FAA's standard methodology for analyzing noise conditions at airports and involves the use of a computer simulation model. The results of the modeling are annual average noise contour maps, such as those presented in Exhibit B3 of the draft Initial Study. It is important to note that FAA grant funding for general airport improvement projects, such as pavement rehabilitation, are not contingent on an airport's participation in the voluntary 14 CFR Part 150 (Part 150) Program. In contrast to the preparation of noise exposure contours for evaluating the changes in aircraft operations related to a project, a Part 150 Noise Compatibility Planning Study is a voluntary study undertaken by an airport sponsor to define the five-year vision of land use compatibility between an airport and the surrounding communities. A Part 150 Study results in the preparation of two official documents for participating airports: Noise Exposure Maps (NEM) and Noise Compatibility Program (NCP). The NEM document is the baseline analysis for the noise conditions at the airport and includes existing and forecast noise exposure contours. The NCP is the second phase of a complete Part 150 study that provides an analysis of alternatives to reduce or eliminate airport noise impacts identified in the NEM and concludes with a plan to effectively mitigate noise impacts. The plan is submitted to FAA for review and approval and, where applicable, mitigation measures outlined in an airport's NCP may be eligible for FAA grant funding from the noise set aside portion of the Airport Improvement Program.

The FAA's AEDT model does not model vibration impacts of aircraft. However, aviation-related low frequency noise that results in vibration generally occurs near runways during the aircraft's increased thrust required at the start of take-off roll and/or during the use of thrust reversers on landing.¹ Aircraft are at ground level during the start of takeoff roll and reverse thrust during landing and the low frequency noise is generated at or near ground level. The proposed project would not result in a change in airport operations or the location of its runway. There are no residences within 0.5 mile of the project, and these residents are located even further from the runway. Therefore, the discussion contained in the draft Initial Study on page B-37 regarding construction vibration is also applicable to vibration from the airport overall, i.e., the closest off-airport buildings are office and industrial buildings and are not considered fragile (i.e., susceptible to vibration-related damage). In addition, these businesses were aware of the presence of the airport prior to locating in the vicinity.

This comment does not point to substantial evidence showing a significant noise or vibration impact from this project. Because the noise and vibration impacts were evaluated with a conservative approach, based on larger jets than those for which the project is designed,

¹ National Academies of Sciences, Engineering, and Medicine 2008. *Effects of Aircraft Noise: Research Update on Selected Topics*, Chapter 8, Aviation Low Frequency Noise and Vibration. Washington DC: The National Academies Press. <https://doi.org/10.17226/14177>.

including the Boeing Business Jet, the comment fails to identify potential noise or vibration impacts that would exceed the levels evaluated.

Comment 4. The draft MND fails to provide feasible mitigation measures for the project's potential to cause significant noise and vibration impacts so that the project's noise and vibration impacts are mitigated to a level of less than significant.

Response. No mitigation is necessary as impacts are less than significant.

Comment 5. The comment letter's foregoing points constitute fair argument that the proposed project may have a significant adverse environmental impact and thus the County Department of Airports should rescind its decision to prepare a MND and prepare a draft Environmental Impact Report instead.

Response. See response to Comments 1 and 3. Because the comment letter does not identify substantial evidence showing potential impacts beyond those identified, its points do not constitute fair argument. The MND's air quality and GHG evaluations were vetted with the Ventura County Air Pollution Control District. The project's Biological Resources Survey Report, which was conducted as part of the County's prior Northeast Hangar project (in which the current project was evaluated on a conceptual basis) was vetted with the United States Fish and Wildlife Service and provided to both the City of Camarillo and the California Department of Fish and Wildlife for review. Neither of these latter two agencies had any comments. The project's aircraft noise and emission evaluation was completed using FAA-approved methodology. As such, it appears there is substantial evidence based on the review of the impact evaluation's approach and conclusions from experts in the respective fields identified in this comment to support the IS/MND conclusions. The comment letter provides no evidence to rebut this substantial evidence.

It should also be noted that this IS/MND tiers off the previously approved *Final Mitigated Negative Declaration and Initial Study for the Proposed Northeast Hangar Development*, approved and adopted by the County of Ventura Board of Supervisors on September 27, 2016 (draft Initial Study, page A-1). No additional mitigation is necessary (other than measures for construction-related emissions) as impacts are less than significant. Therefore, an Environmental Impact Report is not required.

TOPICAL RESPONSES AND PUBLIC COMMENTS VIA EMAIL

During the public review comment period for the draft IS/MND, the County Department of Airports received numerous emails regarding the project. For the most part, the comments were not related to the draft IS/MND findings, but primarily to register each commenter's opposition to the use of the airport by large aircraft such as the Boeing Business Jet 737 and/or to state that they had not known about the project and to request more time for public comment. Each comment raised one or more separate topics. As such, the following topical responses have been prepared based on the topics raised by the comments, followed by a matrix showing each commenter and which topical responses relate to that commenter's specific stated concern. Where an additional topic is introduced in the comment, an answer is provided within the matrix in the last column.

Comment Topic 1. Stated opposition to 737s at Camarillo Airport and/or questions about the 1976 Joint Powers Agreement (Agreement) between the City of Camarillo and the County of Ventura.

Response. As noted by numerous comments, the County of Ventura and the City of Camarillo entered into a Joint Powers Agreement (Agreement) in 1976 at the time that the major portion of the former Oxnard Air Force Base was granted to the County for use as a public airport. The Agreement created the Camarillo Airport Authority, which is comprised of both County and City decision-makers. The purpose of the Camarillo Airport Authority is to review policy matters pertaining either to the airport or to land use within the Camarillo Airport Zone and make recommendations to the appropriate governing body, i.e., the Ventura County Board of Supervisors and/or the Camarillo City Council. The Agreement defines the boundaries of the Camarillo Airport Zone as well as specific restrictions placed on the operation of the airport at that time. These restrictions limit operation of the airport to general aviation¹ purposes only, set airport operating hours, limit the usable runway length to the westerly 6,000 feet of the then-existing runway, limit aircraft weight to 115,000 pounds for twin wheel aircraft, establish a specific airport visual flight rule (VFR) pattern, and limit average aircraft noise over residential areas to 60 decibel (dB) Community Noise Level Equivalent (CNEL) and 90 dB(A) for single event noise.

The airport's existing noise footprint is shown in the draft Initial Study on Exhibit B3 (see 2020 No Action noise contours) and illustrates that the airport's current implementation of the Agreement is effective in preventing aircraft-related noise above the 60 CNEL from occurring over residential areas. The airport is not a commercial service airport, but rather provides service to general aviation/business jet activity, and the former runway's easternmost 4,000 feet have been closed and are not used as a runway.

¹ The Agreement's Attachment 1 defines general aviation to be all business and commercial training, personal transportation, proficiency, and sport flying not classified as air carrier.

As described in the draft Initial Study on pages A-4 through A-7, the proposed project involves the construction of four hangars totaling 100,800-square feet (sf) and accompanying office space, taxilane access to the airfield, and vehicular access and parking off Las Posas Road. As the ultimate tenants of this space are unknown, it is not reasonable to determine the exact type of aircraft that will ultimately utilize the hangars. Therefore, the draft Initial Study examined the potential impacts of a range of types and sizes of aircraft that could be accommodated by the project. The range of aircraft was selected, not only based on the size and type of hangars, but on the existing types of aircraft currently using the airport. The proposed project's lease agreement includes the following language in Section 25, Airport Regulations, *"Tenant agrees to observe, obey, and abide by all applicable laws, ordinances, field rules, and other regulations for the common and joint use of Airport facilities and for the maintenance and conduct of all its operations which are not or may hereafter be imposed or promulgated by County, the FAA, or any other governmental agency having jurisdiction over the subject matter."* In addition, the project does not involve any changes in the runway, including its current location and length. As such, there is no potential conflict with the Agreement's airport restrictions for this project.

The draft Initial Study acknowledges the potential for large aircraft that are part of the Federal Aviation Administration's (FAA) Aircraft Design Group D-III (which is the FAA-established design criteria for the airport's airfield and pavement infrastructure based on the airport's existing and ultimate airport users) to use the proposed hangars (page A-4). As shown conceptually on Exhibit A3 of the draft Initial Study, the size of the proposed hangars can accommodate a variety of aircraft sizes from as small as a PC-12 to as large as a Gulfstream 650. These are aircraft that currently use the airport on a regular basis without the project. However, the proposed hangar door height (28 feet) for all hangars does not accommodate the Boeing Business Jet 737-800, which has a tail height of over 41 feet. In addition, the hangar floors have not been designed to accommodate the weight of this aircraft nor would the electrical system's GPU connectors have the proper amperage. Some 737 series aircraft would be too long to be contained in the hangars. In summary, the CloudNine hangars have not been designed to accommodate the Boeing Business Jet 737-800.

As part of the environmental analysis, the draft Initial Study evaluated a mix of potential hangar uses that represent a reasonable, but conservative, analysis to identify potentially significant impacts, particularly in terms of aircraft noise and emissions (see Appendix B of the draft Initial Study). As part of this conservative analysis, one Boeing Business Jet 737-800, which is one of the largest aircraft within the FAA's Aircraft Design Group D-III and exceeds the airport's weight limit restrictions when operated under normal circumstances (but which could operate under the weight restrictions with limited loads), was included in the noise modeling effort to ensure that the analysis evaluated environmental impacts that exceed the foreseeable impacts of this project and included all aircraft within the FAA's design criteria for the airport. Although the project will not accommodate Boeing Business Jet 737-800s, as discussed in the response to Comment Topic 2, even if one were to operate at the airport, the noise impact would be less than significant and would remain within the stipulations of the Agreement.

Comment Topic 2. Concerns about noise, vibration, pollution and general “quality of life” impacts from large aircraft at the airport.

Response. The draft Initial Study adequately evaluates the potential for each of these impacts, and none of the comments identified substantial evidence showing the evaluation was inadequate. As discussed above in the response to Topical Comment 1, the draft Initial Study evaluated the prospective use of the proposed hangars, while ensuring that a range of large aircraft were included in the analysis to provide a “conservative” approach. Based on the noise and air quality modeling effort conducted as part of the draft Initial Study, if the proposed project increases annual airport operations by approximately 3,850 takeoffs or landings by turboprop and business jet aircraft, the resulting 60 CNEL noise exposure contours once the project is operational (assumed to be Year 2020) would increase by approximately 26 acres, all of which would be located over agricultural or light industrial land uses. No noise above the 60 CNEL would occur over residential areas.

Therefore, although there is community concern over increases in air traffic related to the proposed project (especially large aircraft types currently using the airport), the environmental analysis (which used FAA’s Aviation Environmental Design Tool [AEDT] - a tool developed specifically to evaluate these types of impacts) indicates that there would not be an increase in significant noise over noise-sensitive areas. Rather, the slight expansion of the 60 CNEL noise contour would occur over light industrial/office land uses and agricultural areas.

The FAA’s AEDT model does not model vibration impacts of aircraft. However, aviation-related low frequency noise that results in vibration generally occurs near runways during the aircraft’s increased thrust required at the start of take-off roll and/or during the use of thrust reversers on landing.² Aircraft are at ground level during the start of takeoff roll and reverse thrust during landing and the low frequency noise is generated at or near ground level. The proposed project would not result in a change in airport operations or the location of its runway. There are no residences within 0.5 mile of the project, and these residents are located even further from the runway. Therefore, the discussion contained in the draft Initial Study on page B-37 regarding construction vibration is also applicable to vibration from the airport overall, i.e., the closest off-airport buildings are office and industrial buildings and are not considered fragile (i.e., susceptible to vibration-related damage). In addition, these businesses were aware of the presence of the airport prior to locating in the vicinity.

No significant air quality emission thresholds of the Ventura County Air Pollution Control District would be exceeded. As shown on Table B2 of the draft Initial Study, total proposed project operational emissions would be less than 25 pounds/day of either precursor to ozone (Reactive organic compounds or oxides of nitrogen).

² National Academies of Sciences, Engineering, and Medicine 2008. *Effects of Aircraft Noise: Research Update on Selected Topics*, Chapter 8, Aviation Low Frequency Noise and Vibration. Washington DC: The National Academies Press. <https://doi.org/10.17226/14177>.

Comment Topic 3. Concerns regarding the amount/type of public notice related to the project, including that it could accommodate aircraft such as the Boeing Business Jet 737-800.

Response. See responses to Comment Topic Nos. 1 and 5. The project will not accommodate Boeing Business Jet 737-800s. The draft Initial Study acknowledges the potential for large aircraft that are part of the FAA's Aircraft Design Group D-III (which is the FAA-established design criteria for the airport's airfield and pavement infrastructure based on the airport's existing and ultimate airport users)³ to use the proposed hangars (page A-4). These are aircraft that already use the airport. However, the proposed project would not accommodate the Boeing Business Jet 737-800, which weighs close to the Agreement's weight limit restrictions without passengers and fuel and has a tail height (41 feet) in excess of the proposed hangar door height (28 feet). In addition, the project does not involve any changes in the runway, including its current location and length.

The notice provided for the draft Initial Study and Mitigated Negative Declaration exceeded CEQA requirements. A Notice of Availability and Intent to Adopt a Mitigated Negative Declaration for the proposed project was published following CEQA Guidelines Section 15072, Notice of Intent to Adopt a Negative Declaration or Mitigated Negative Declaration, and Section 15073, Public Review of a Proposed Negative Declaration or Mitigated Negative Declaration in the Public Notice section of the Ventura County Star on October 21, 2019 as well as on the County Department of Airport's Camarillo Airport website under the Project Updates tab. An extra 10-day review period was provided beyond the CEQA-mandated 20-day review period. Thus, the CEQA-mandated notice has more than met the CEQA requirements for public notice.

Further, all notice methods required by the County of Ventura Board of Supervisors' Administrative Supplement to the State CEQA Guidelines were met, including: 1) running of a legal notice in a newspaper of general circulation in the area affected by the project; 2) a copy of the public notice was sent to all cities and counties that are adjacent to the unincorporated area of Ventura County (as outlined in Appendix B of the Administrative Supplement), and a copy of the public notice was also posted by the County Clerk and Recorder within 24 hours for the prescribed public review period.

It should also be noted that the local news and aviation-related media has printed various news stories regarding the proposed project (Ventura County Star, October 13, 2018; San Fernando Business Journal, October 19, 2018 and November 26, 2018; Pacific Coast Business Times, October 26, 2018; jetsetmag, April 17, 2019; and aviationpros.com, April 4, 2019; April 15, 2019; May 7, 2019). In addition, as discussed further in the response to Comment Topic 5, the proposed project has been planned for by the Airport for many years and included in its approved Airport Master Plan. As long ago as 2003, the Airport identified a need for additional conventional hangars and conceptually located four of them in the northeast corner of the Airport. Since that

³ The FAA chooses its design criteria for an airport based on the airport's critical design aircraft, which is the most demanding classification of aircraft (in terms of airport infrastructure) that operates or is expected to operate at least 500 annual operations. (FAA 2015. Advisory Circular 150/5070-6B, *Airport Master Plans*, July 29.)

time, plans for these hangars became further refined. In 2016, the County approved its Northeast Hangar development project, which also provided for the development of four executive-type hangars on the northeast corner of the airport. The environmental impacts of such development were addressed at the conceptual level under an adopted Mitigated Negative Declaration. Thus, members of the public, airport tenants, and airport users that are concerned with development of this part of the airport have had numerous opportunities to become aware of the Airport's on-going land use plans.

Comment Topic 4. Other concerns about the public process involved in this project.

Response. As part of the Airport's normal approval process, the project will be taken to both the County's Aviation Advisory Commission and then the Camarillo Airport Authority for a recommendation prior to it being taken before the Ventura County Board of Supervisors. This normally happens after the public review of any applicable CEQA document so the Aviation Advisory Commission and the Camarillo Airport Authority can have the benefit of the CEQA review prior to it making its recommendation.

Comment Topic 5. Concerns about how the project could impact the airport itself and/or existing tenants.

Response. The proposed project has been planned for by the Airport for many years and included in its approved Airport Master Plan. As long ago as 2003, the Airport identified a need for additional conventional hangars and conceptually located four of them in the northeast corner of the Airport. The proposed hangars were not being proposed to attract different types of aircraft to the airport but were planned to meet the existing and anticipated demand from airport users. The environmental impacts of such development were addressed through an Addendum to a 1999 Environmental Impact Report (EIR) and were not considered to be significant.

Since that time, plans for these hangars became further refined and described as executive hangars. In 2016, the County approved its Northeast Hangar development project, which also provided for the development of four executive hangars on the northeast corner of the airport. The environmental impacts of such development were addressed at the conceptual level under an adopted Mitigated Negative Declaration. Thus, the project has been planned for and considered for its environmental impacts three separate times and is part of the Airport's on-going planning efforts.

Any members of the public, airport tenants, or airport users that are concerned with development at the airport have had numerous opportunities to become aware of the Airport's on-going land use plans.

Comment Topic 6. Concerns about how the project could impact property values.

Response. Property values are subject to many influences, including the overall housing market, local and regional economic factors, the amenities of the area, and the features and upkeep of the individual property/neighborhood. The Airport, as support to the business community, is an important component to providing a robust local economy. Continued development of the Airport is also consistent with state and federal law, the policies of the Ventura County Transportation Commission, and the goals of the County's General Plan, all of which encourage ongoing development of airports and aviation generally.

TOPICAL COMMENTS AND RESPONSES SUMMARY				
Commenter	Email Date	Stated Concerns	Topical Responses	Other Response
Chuck Kane	Nov. 20, 2019	Opposed to large aircraft		Comment noted.
David B. Lunn/Dave Timms	Nov. 20, 2019	Public notice was not clear re: Boeing 737-800 use; Aviation Advisory Commission has not had regular mtgs.	See Nos. 3 and 4	Comments noted.
Mary Kennedy	Nov. 20, 2019	Opposed to 737 aircraft	See Nos. 1 and 2	Comments noted.
Paula Feinberg	Nov. 20, 2019	Opposed to large aircraft; concerned with noise, vibration, air pollution, and the possibility of crashes.	See Nos. 1 and 2	Comments noted.
Melissa and Nathan Southwick	Nov. 20, 2019	Supports airport growth, including large aircraft		Comments noted.
Jeff Nettleton	Nov. 20, 2019	Opposed to 737 aircraft; supports the Joint Powers Agreement	See Nos. 1 and 2	Comments noted.
David B. Lunn	Nov. 20, 2019	Unhappy with the amount of public disclosure for the project; concerned with community opposition to the airport; concerned about litigation by airport tenants.	See Nos. 3 and 4	Comments noted.
Maurice M. Garcia	Nov. 20, 2019	Opposed to 737 aircraft	See Nos. 1 and 2	Comments noted.
Dennis Knutson	Nov. 20, 2019	Opposed to project; concerned with noise and risk	See Nos. 1 and 2	Comments noted.
Michael Jeanes	Nov. 20, 2019	Opposed to project; additional noise and crowded conditions will endanger the airport	See Nos. 1, 2, and 5	Comments noted.
Norm Hudson	Nov. 20, 2019	Questions about the 1976 agreement and 737 aircraft	See Nos. 1 and 2	Comments noted.
Tony Arnold	Nov. 20, 2019	Opposed to large aircraft; didn't see the public notice	See Nos. 1, 2, and 3	Comments noted.
Travis Nunn	Nov. 20, 2019	Opposed to large aircraft	See No. 1	Comments noted.
Annette Dawson-Davis	Nov. 20, 2019	Opposed to large aircraft	See No. 1	Comments noted.
Tim Davis	Nov. 20, 2019	Opposed to large aircraft	See No. 1	Comments noted.
William and Denise Crane	Nov. 20, 2019	Opposed to airport expansion/noise	See Nos. 1 and 2	Comments noted.
Ryan Brown	Nov. 20, 2019	Opposed to Boeing Business Jets/noise	See Nos. 1 and 2	Comments noted.
Steve Gray	Nov. 20, 2019	Opposed to project and large aircraft/noise; concerned about property values; opposed to timeframe for public comment; wants the project voted on as a ballot measure.	See Nos. 1 - 4 and 6	Comments noted.

TOPICAL COMMENTS AND RESPONSES SUMMARY (Continued)				
Commenter	Email Date	Stated Concerns	Topical Responses	Other Response
Christina Rose	Nov. 20, 2019	Opposed to project; concerned with pollution and noise impacts to crops	See No. 2	Comments noted.
Elizabeth Hough	Nov. 20, 2019	Opposed to 737s; didn't see the public notice	See Nos. 1, 2, and 3	Comments noted.
Leslie Sepulveda	Nov. 20, 2019	Opposed to 737s; concerned with noise and traffic	See Nos. 1 and 2	Comments noted.
Mary Volland	Nov. 20, 2019	Opposed to 737s; concerned with noise	See Nos. 1 and 2	Comments noted.
Doug Off/Ojai Oil Company dba, Golden State Storage	Nov. 20, 2019	Opposed to 737s; concerned with noise	See Nos. 1 and 2	Comments noted.
Genie Lee	Nov. 20, 2019	Opposed to project; concerned with noise	See Nos. 1 and 2	Comments noted.
Sharon Walefield	Nov. 20, 2019	Opposed to large aircraft; concerned with noise	See Nos. 1 and 2	Comments noted.
Alison J. Tack	Nov. 20, 2019	Opposed to project and large aircraft/noise/carbon footprint; unhappy with timeframe for public comment	See Nos. 1 - 4	Comments noted.
Melanie Brown	Nov. 20, 2019	Opposed to project due to noise	See Nos. 1 and 2	Comments noted.
Robert Friedline	Nov. 20, 2019	Opposed to project and large aircraft/noise/pollution/vehicular traffic; unhappy with timeframe for public comment	See Nos. 1 - 4	Comments noted.
Ken Mills	Nov. 20, 2019	Opposed to large aircraft/noise; unhappy with timeframe for public comment	See Nos. 1 - 4	Comments noted.
Linda Wells	Nov. 20, 2019	Opposed to large aircraft; concerned with noise	See Nos. 1 and 2	Comments noted.
Tim Hall/Century 21 Everest	Nov. 20, 2019	Opposed to project and large aircraft/noise; concerned about property values	See Nos. 1, 2, and 6	Comments noted.
Jim Ganser	Nov. 20, 2019	Opposed to large aircraft; wants more public input	See Nos. 1 - 4	Comments noted.
David Sawyer	Nov. 20, 2019	Opposed to large aircraft; concerned with noise; question about the Agreement	See Nos. 1 and 2	Comments noted.
Richard W. and Charlotte J. Krueger	Nov. 20, 2019	Opposed to large aircraft; support existing Agreement	See No. 1	Comments noted.
Marie and Henry A. Ruelas	Nov. 20, 2019	Opposed to large aircraft; concerned with noise	See Nos. 1 and 2	Comments noted.
Judith Laurentowski	Nov. 20, 2019	Opposed to large aircraft; concerned with noise	See Nos. 1 and 2	Comments noted.
Janet and Dana McLorn	Nov. 20, 2019	Opposed to 737s; concerned with noise and pollution	See Nos. 1 and 2	Comments noted.

TOPICAL COMMENTS AND RESPONSES SUMMARY (Continued)				
Commenter	Email Date	Stated Concerns	Topical Responses	Other Response
Christopher and Nancy Ennis	Nov. 20, 2019	Opposed to large aircraft; concerned with noise; did not realize there was opportunity for public input	See Nos. 1 - 4	Comments noted.
Cindy and Brian Dow	Nov. 20, 2019	Opposed to 737s; says that large planes don't use the appropriate flight paths; unhappy with timeframe for public comment	See Nos. 1 - 4	Comments noted. All flight paths are determined and monitored by the FAA, not the local airport.
Kelly Sawyer/Realty ONE Group Summit	Nov. 20, 2019	Opposed to 737s; unhappy with timeframe for public comment	See Nos. 1 - 4	Comments noted.
Carol Clemens	Nov. 20, 2019	Opposed to 737s; concerned with noise and property values	See Nos. 1,2, and 6	Comments noted.
Tom Long	Nov. 20, 2019	Opposed to 737s; concerned with noise	See Nos. 1 and 2	Comments noted.
Lori and Larry Cheeves	Nov. 20, 2019	Opposed to 737s; concerned with noise; supports the existing Agreement	See Nos. 1 and 2	Comments noted.
Marvin and Sandra Kassen	Nov. 20, 2019	Opposed to large aircraft; unhappy with timeframe for public comment	See Nos. 1 - 4	Comments noted.
Michele Chason	Nov. 20, 2019	Opposed to large aircraft; concerned with noise and pollution; supports the existing Agreement	See Nos. 1 and 2	Comments noted.
Pete and Jane Skuba	Nov. 20, 2019	Opposed to 737s; concerned with noise	See Nos. 1 and 2	Comments noted.
Robert Merrick	Nov. 20, 2019	Opposed to commercial-sized jets	See Nos. 1 and 2	Comments noted.
Howard Miles	Nov. 20, 2019	Opposed to large aircraft; unhappy with timeframe for public comment	See Nos. 1 - 4	Comments noted.
Paul Odum	Nov. 20, 2019	Airport wouldn't allow the commenter to turn an existing hangar into another aviation use.		Comment noted.
Grace Hansen/Ojai Oil Company	Nov. 20, 2019	Opposed to large aircraft	See Nos. 1 and 2	Comment noted.
Paul Odum	Nov. 20, 2019	Opposed to large aircraft	See Nos. 1 and 2	Comment noted.
William Tellez	Nov. 20, 2019	Opposed to large aircraft; concerned with noise	See Nos. 1 and 2	Comment noted.
Rachel E. Resnik-Miles	Nov. 20, 2019	Opposed to large aircraft; wants more time for public comment	See Nos. 1 - 4	Comments noted.

TOPICAL COMMENTS AND RESPONSES SUMMARY (Continued)				
Commenter	Email Date	Stated Concerns	Topical Responses	Other Response
Nancy Jelaca	Nov. 20, 2019	Opposed to large aircraft; supports the existing Agreement; wants more time for public comment	See Nos. 1 - 4	Comments noted.
Susan Naumann	Nov. 20, 2019	Opposed to large aircraft	See Nos. 1 and 2	Comments noted.
Jonathan Novick	Nov. 20, 2019	Opposed to 737s; concerned with safety and potential pressure to extend the runway	See No. 1	Comments noted.
Patrick R. Murphy	Nov. 20, 2019	Opposed to large aircraft; wants more time for public comment	See Nos. 1 - 4	Comments noted.
Mike Hunter	Nov. 20, 2019	Opposed to 737s	See Nos. 1 and 2	Comments noted.
Keith High	Nov. 20, 2019	Opposed to large aircraft; supports the existing Agreement	See Nos. 1 and 2	Comments noted.
Steve Carrigan, Broadview Mortgage	Nov. 20, 2019	Opposed to large aircraft; concerned with noise and pollution	See Nos. 1 and 2	Comments noted.
Ronald and Theresa McConville	Nov. 20, 2019	Opposed to large aircraft; concerned with noise; supports the existing Agreement; wants a public hearing	See Nos. 1 - 4	Comments noted.
Mark F. Sullivan (on behalf of Jerry Alves, APL)	Letter attached to email dated Nov. 20, 2019	Opposed to basing aircraft at the project with a take-off weight over the 115,000 lb. limit in the existing Agreement; opposed to a reduction from 60 feet to 50 feet of the non-movement area north of the APL hangar complex	See Nos. 1 and 5.	Comments noted. The "non-movement" area referred to in this comment relates to the FAA-mandated Taxiway Object Free Area (TOFA), the size of which is determined by FAA based on the critical design aircraft.
Eric R. Duncan, Sr.	Nov. 20, 2019	Opposed to large aircraft; concerned with noise and pollution; supports the existing Agreement	See Nos. 1 and 2	Comments noted.
Caroline Tellez	Nov. 20, 2019	Opposed to large commercial jets using the airport; concerned with noise; requested more information regarding the issue	See Nos. 1 and 2	Comments noted.
Heidi Kainz (on behalf of Dr. Jeremy Patelzick/ Patelzick Family Dental)	Nov. 20, 2019	Opposed to large aircraft; concerned with noise	See Nos. 1 and 2	Comments noted.

TOPICAL COMMENTS AND RESPONSES SUMMARY (Continued)				
Commenter	Email Date	Stated Concerns	Topical Responses	Other Response
Russell Heck	Nov. 20, 2019	Opposed to large aircraft; concerned with noise and its effects on students; supports the existing Agreement; wants a public hearing	See Nos. 1 - 4	Comments noted.
Charles A. Russell	Nov. 20, 2019	Opposed to large aircraft; supports the existing Agreement	See Nos. 1 - 4	Comments noted.
Richard W. Dean	Nov. 20, 2019	Opposed to the project; concerned with noise	See Nos. 1 and 2	Comments noted.
Tyler Persons	Nov. 20, 2019	Opposed to 737s; supports the existing Agreement; wants more time for public comment	See Nos. 1 - 4	Comments noted.
Michael Rogers	Nov. 20, 2019	Opposed to the project; unhappy with public noticing	See Nos. 1 - 4	Comments noted.
Johnie Michael and Randi Olson Murphy	Nov. 20, 2019	Opposed to 737s; wants more time for public comment and an advertised public meeting	See Nos. 1 - 4	Comments noted.
Marion Wood	Nov. 20, 2019	Opposed to large aircraft; supports the existing Agreement; wants an extended public comment period	See Nos. 1 - 4	Comments noted.
Terry Ayers	Nov. 20, 2019	Opposed to large aircraft	See No. 1	Comment noted.
Pete Chmelir	Nov. 20, 2019	Opposed to large aircraft; concerned with noise and pollution; concerned about impacts to the airport; commented on the method of public noticing	See Nos. 1 - 5	Comment noted.
Dr. Michael and Lisa Rittenberg	Nov. 20, 2019	Opposes any increase in hangar space and unhappy with public noticing	See Nos. 1 - 5	Comments noted.
John F. Reid	Nov. 20, 2019	Opposed to large based aircraft; wants an extended public comment period and an Environmental Impact Statement	See Nos. 1 and 3	Comments noted. CEQA does not require the preparation of an Environmental Impact Report unless the project would have significant impacts (CEQA Guidelines Section 15064).
Marianne Slaughter	Nov. 20, 2019	Opposed to 737s; concerned with noise; supports the existing Agreement	See Nos. 1 and 2	Comments noted.
Dee Press	Nov. 20, 2019	Opposed to 737s; concerned with noise and pollution	See Nos. 1 and 2	Comments noted.

TOPICAL COMMENTS AND RESPONSES SUMMARY (Continued)				
Commenter	Email Date	Stated Concerns	Topical Responses	Other Response
Cami Pinsak/Broker Owner	Nov. 20, 2019	Opposed to 737s and commercial aircraft; concerned with noise and property values; supports the existing Agreement	See Nos. 1, 2, and 6	Comments noted. The airport is not, nor is it planned, to become a commercial airport.
Nancy Penner	Nov. 20, 2019	Opposed to 737s; wants more time for public comment	See Nos. 1 - 4	Comments noted.
Joe Wigert	Nov. 20, 2019	Supports the use of the airport for large corporate jets.		Comments noted.
Mark Beckner	Nov. 20, 2019	Opposed to the project/large aircraft; concerned with noise	See Nos. 1 and 2	Comments noted.
William Spies	Nov. 20, 2019	Opposed to large aircraft; supports the existing Agreement	See Nos. 1 and 2	Comments noted.
Richard Brand	Nov. 20, 2019	Opposed to large aircraft; concerned with noise and pollution	See Nos. 1 and 2	Comments noted.
Gregg Willson	Nov. 20, 2019	Opposed to 737s; supports the existing Agreement	See Nos. 1 and 2	Comments noted.
Thomas Weaver	Nov. 20, 2019	Opposed to 737s; concerned with noise; unhappy with public noticing	See Nos. 1 - 4	Comments noted.
Diane Off	Nov. 20, 2019	Opposed to large aircraft; concerned with noise; supports the existing Agreement	See Nos. 1 and 2	Comments noted.
Joseph and Deborah Darby	Nov. 20, 2019	Opposed to large aircraft; unhappy with public noticing	See Nos. 1, 3, and 4	Comments noted.
Michael J. Maloco	Nov. 20, 2019	Opposed to the project; community will push back if noise increases; opposed to airport becoming more "corporate"	See Nos. 2 and 5	Comments noted.
Chris Kingsley	Nov. 20, 2019	Opposed to the project (at either Camarillo or Oxnard airports)		Comments noted.
Keith Parnell	Nov. 20, 2019	Opposed to the project		Comments noted.
Ken Davis	Nov. 20, 2019	Opposed to 737s; concerned with noise and safety; supports the existing Agreement. Says the runway is too short to accommodate 737s.	See Nos. 1 and 2	Comments noted.
Norman L. Hall	Nov. 20, 2019	Opposed to the project; supports the existing Agreement; concerned with safety; anticipates additional community complaints and eventual closure of the airport. Supports more small and medium hangars. Says the County cannot manage the lease.	See Nos. 1, 2, and 5	Comments noted.

TOPICAL COMMENTS AND RESPONSES SUMMARY (Continued)				
Commenter	Email Date	Stated Concerns	Topical Responses	Other Response
Ron Rieger	Nov. 19, 2019	Unhappy with the amount of public disclosure for the project; concerned about noise and safety	See Nos. 2 and 3	Comments noted.
Steve Lourenco	Nov. 19, 2019	Wants business jet operations separate from general aviation at the airport. Thinks project would be detrimental to existing airport hangar tenants.	See No. 5	Comments noted. The project is consistent with the currently approved Airport Master Plan.
Jill Rieger	Nov. 19, 2019	Concerned with the amount of public disclosure; concerned about impacts to the quality of life in Camarillo due to additional jet traffic; thinks the project has already been approved	See Nos. 2, 3 and 4	Comments noted.
Peter Tompkins	Nov. 18, 2019	Concerned about large aircraft and additional noise and air pollution; concerned about the taxiway clearance of existing hangar users; concerned about additional workload on air traffic control staff. Wants more time for public comment.	See Nos. 1, 2, and 5	Comments noted. The “taxiway clearance” area referred to in this comment is relates to the FAA-mandated TOFA, the size of which is determined by FAA based on the critical design aircraft.
Marc Franklin	Nov. 18, 2019	Concerned about 737s; concerned about changes to the local character of the airport; concerned about impacts to flight training; concerned about noise and the livability of the City of Camarillo	See Nos. 1, 2, and 5	Comments noted.
Brian Kelley	Nov. 18, 2019	Is not 100% in favor of the project		Comments noted.

11-20-19

I object to the last end
Ranger project - No big Jets!!!

Chuck Kane P-70

From: [REDACTED]
To: [dave; Powers, Erin](#)
Cc: [REDACTED]
Subject: Re: Notice of CloudNine development, accommodating Boeing business jets 737-800 at Camarillo Airport
Date: Wednesday, November 20, 2019 8:38:51 PM

Thanks for the clarification but it still smells to me.

David B. Lunn

DBL CONSULT, INC.

[REDACTED]

[REDACTED]

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From: dave <dst@dslextrreme.com>
Sent: Wednesday, November 20, 2019 4:15:26 PM
To: erin.powers@ventura.org <erin.powers@ventura.org>

[REDACTED]
[REDACTED]

Subject: Notice of CloudNine development, accommodating Boeing business jets 737-800 at Camarillo Airport

Erwin Powers, Projectors Manager, Department of Airports.

Most of the Aviation community and the public are not been aware that the proposed CloudNine project contemplates accommodating aircraft such as the Boeing business jet 737-800 at Camarillo airport. Your notice on the Airport Home Page of "Availability for the IS/MND of the CloudNine development" is in jargon that few would understand. And, if one pursues that link, it goes to a boilerplate Notice of Availability that also gives no mention to the project bringing in large jets. Even if someone drills down to the next level by finding the correct Project Update link, that goes to a 177-page document and the reference to accommodating Boeing 737-800 at Camarillo Airport is buried in the text. This is not reasonable public notice. In my years at the Camarillo Airport, matters of potential widespread concern have typically been posted at the gates and on the bulletin boards around the airport.

This lack of effective notice is compounded by the fact that the scheduled Aviation Advisory Commission and Airport Authority meetings have been canceled since July – the entire period when this project was coming to a head. If this project had been reasonably noticed and if the regular meetings had been held, airport tenants and surrounding residents would have had the opportunity to speak at those meetings regarding their concern for the future of the airport and disturbance from large jet aircraft overhead. During this same period the Department's separate Northeast Hangar Development project did not start as planned in July. It is not clear if there is some financial link between the delay in the Department's project and the CloudNine project and those meetings are the only way the public would have received any clarification.

Also, it is unclear if the Draft Mitigated Negative Declaration will be on the agenda of the AAC and AA prior to being proposed for approval by the Board of Supervisors

Dave Timms



From: [REDACTED]
To: [Powers, Erin](#)
Subject: 737s
Date: Wednesday, November 20, 2019 7:44:35 PM

Hello,
Please don't allow 737s at the Camarillo airport.

Mary Kennedy
Camarillo resident

Sent from my iPhone

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Jets at Camarillo Airport
Date: Wednesday, November 20, 2019 7:37:41 PM

Hi Erin,

I just read about this possible change here in Camarillo. I am adamantly opposed to the large jets impacting the airspace above my home in Old Town. Currently, some very large, private jets fly-in late at night, and they are very disturbing. The noise and the window/wall shaking can be very rattling.

I fear that large jets using the airport will negatively impact those of us who reside near the airport. Noise and air pollution would be increased no doubt, as well as the increased possibility of crashes in the vicinity of the airport.

Please reconsider this proposal; it will negatively impact the citizens of Camarillo.

Thank you,
Paula Feinberg

From: [Melissa & Nathan Southwick](#)
To: [Powers, Erin](#)
Subject: We support bigger jets being allowed into KCMA
Date: Wednesday, November 20, 2019 7:18:02 PM

Not sure our opinion matters but we are a husband and wife both residents of Camarillo and we are thrilled to support our airport growing by allowing larger airplanes and jets into KCMA.

We own our home at 320 E highland Dr Camarillo and we are Melissa and Nathan Southwick. We are also active users of the airport.

Thank you.

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Big Jets
Date: Wednesday, November 20, 2019 7:00:47 PM

Ms. Powers,

I am a resident of Camarillo. I do not wish to have or see big jets fly into the Camarillo airport or Oxnard airport. Please adhere to the 1976 agreement to keep big jets from devalue my property by increasing the noise level in a quiet city.

Thank you,
Jeff Nettleton

[REDACTED]

Camarillo

From: [REDACTED]
To: [Parks, Linda](#); [Long, Kelly](#); [Supervisor Huber](#); [Zaragoza, John](#); [Offerman, Steve](#)
Cc: [REDACTED]
Subject: Cloud9 development feedback
Date: Tuesday, November 19, 2019 10:04:41 PM

Dear County Supervisors,

The minimal amount of disclosure for this new project is very suspect. The cutoff for feedback was brought to my attention by other board members of CAHOTA. This really appears that county officials are salivating at the prospect of tax revenue for BBJ jets this may be a great short term win but essentially you'll create the same situation where the community will want to shut down the Camarillo airport not embrace it just like Santa Monica did. Being the only non-lawyer on the CAHOTA board as a layman common man with no skin in the game, it really seems that you are building a case for discrimination from my perspective but I'm not on the Negotiations committee I'm just speaking as a citizen and also an airport tenant. The airport stakeholders not being made while by not giving sufficient time for them to re-capture their investments. This is kind of a double edge sword it's both discriminating and also disingenuous and helping to build a case for the hangar owners to litigate which I am not a fan of due to the costs and time needed for a resolution. I know Kip has done an excellent job in changing the culture at the airport and has gone to bat for the owners but the current offer does not repair the damage caused by his predecessor. This is just my opinion but I hope you take the feedback seriously.

Thanks in advance for your consideration.

David B. Lunn

[REDACTED]

[REDACTED]

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From: [REDACTED]
To: [Powers, Erin](#)
Subject: Boeing 737"s at the Camarillo Airport
Date: Wednesday, November 20, 2019 5:48:03 PM

If true one can only ask the question: Do we really need 737's taking off and landing at the Camarillo Airport. Is it not already enough that the recently revised FAA flight plan allows LAX bound commercial jets to traverse the airspace over Ventura County in the middle of the night through the early morning. Our County is currently exploding with increased traffic, housing built in heretofore agricultural fields and open space, noise and now the threat of turning the "local municipal" airport to handle commercial size business jets. Ask yourself is this really necessary? Is this to be a betterment to the county? Will it create noise and pollution where none is necessary? This proposal for the new hangar(s) should be dismissed out of hand.

Thank You
Maurice M. Garcia
Dos Vientos, Newbury Park

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Re: Airport additions
Date: Wednesday, November 20, 2019 5:24:36 PM

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On Wednesday, November 20,
2019, erwin.power@ventura.org <erwin.power@ventura.org> wrote:

I object to the increased building of FBOs and commercial buildings that encourage increased air traffic over many parts of Camarillo. The users it will attract are larger airplanes which increase noise and safety concerns. If this is continued Camarillo will be another Van Nuys to what will this bring to Camarillo's benefit? If the county is looking to grow it's revenue, have it look at Point Mugu for commercial use. The majority of approaches to CMA are done from the east over many highly populated areas that don't deserve this additional noise or risk! Again I would ask who is pushing this build out which has already brought many large Jet aircraft to Camarillo for no benefit to the people of Camarillo.

VR
Dennis Knutson

Sent from AOL Mobile Mail
Get the new AOL app: mail.mobile.aol.com

From: [REDACTED]
To: [Powers, Erin](#)
Subject: urging you not to approve Cloud 9 at CMA.
Date: Wednesday, November 20, 2019 5:10:38 PM

Good evening Ms Powers et al,

I'm a General Aviation plane and hangar owner at Camarillo Airport and would like to keep things the way they are, living in harmony with the local residents and business owners.

If the cloud 9 project goes ahead, CMA will become much noisier and crowded for all involved and could then turn the local people against the idea of an airport in their town and get us closed down.

Michael Jeanes

[REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Ventura Star Article
Date: Wednesday, November 20, 2019 5:07:40 PM

Erin, You know my interest in airports and aircraft, so when I saw your article it got my attention. Questions: How do you know the Boeing jets are louder than the ones now using the airport? Is weight a concern? Can the 1976 agreement with the city be amended? Also, I forget what your job is at the airport?

Hope you're well and the kids too. I know Mike's OK because he and I have talked recently. I also hope others respond to your request.

Take care.

Norm

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Commercial Airlines at the Camarillo Airport
Date: Wednesday, November 20, 2019 4:59:41 PM

I am a home owner and voter in Camarillo. I have just learned of large planes soon to be coming to the small Camarillo airport. I have had little time to look into this as I have a full time job. It seems as though public notice if any was made at all was rushed quietly as I haven't seen a single posting anywhere.

I am strongly opposed to this. Along with the overwhelming odor coming from the Hemp production in town this is sure to drive property values down. Now I am not opposed to growth. I remember way back when the outlets were first discussed in town and was for it. But this area around the Outlets and airport is already a congested traffic nightmare. I can't imagine how the people are going to benefit from this.

Tony Arnold

[REDACTED]

Camarillo CA 93010

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Camarillo Airport public comment
Date: Wednesday, November 20, 2019 4:59:26 PM

Hi Ms. Erin Powers,

We do not need jets/airplanes using Camarillo Airport that are any larger than the current 10-15 passenger jet that use it now.

Thanks,

Travis Nunn

From: [REDACTED]
To: [Powers, Erin](#)
Cc: [REDACTED]
Subject: Airport Expansion Project
Date: Wednesday, November 20, 2019 4:55:49 PM

Dear Ms. Powers,

I protest the proposed expansion of the Camarillo airport and specifically the larger size aircraft it will attract. This would create an unsafe environment for the residents of Camarillo.

Very truly yours, Annette Dawson-Davis

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Fw: Air port expansion project
Date: Wednesday, November 20, 2019 4:54:12 PM

----- Forwarded Message -----

From: [REDACTED]
To: erin.power@ventura.org <erin.power@ventura.org>
Sent: Wednesday, November 20, 2019, 04:51:01 PM PST
Subject: Air port expansion project

Good afternoon Erin

I would like to go on file to protest the proposed expansion of the Camarillo airport and specifically the larger size aircraft it will attract. As a resident of the Camarillo estates I have witnessed low flying jets on a regular bases, both coming and going from our once little airport and have no recourse to stop this unsafe practice.

Thank you

Tim Davis

From: [REDACTED]
To: [Powers, Erin](#)
Cc: [REDACTED]
Subject: Against Proposed Expansion of Camarillo Airport
Date: Wednesday, November 20, 2019 4:44:38 PM

Ms. Powers,

We are writing you to convey our objection to the expansion of Camarillo Airport. We are homeowners in Village at The Park community and any expansion of the airport would negatively impact our quality of life and go directly against the intent of 1978 agreement the City of Camarillo had with the airport upon its conception. Please stop this airport expansion and the furthering of the noise pollution of our fair city. Please contact us if there is any other way we can put a stop to or convey our objection to the proposed Camarillo Airport expansion.

Sincerely,

William & Denise Crane

[REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Cc: [REDACTED]
Subject: Camarillo airport opposed to 737-800 jets
Date: Wednesday, November 20, 2019 4:34:45 PM

Hello,

I am opposed to base airliner sized Boeing Business jets at the camarillo airport due to noise problems we will face if that happens.

We already have enough due to the naval bases.

Thank you.

Ryan Brown

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Camarillo airport jets
Date: Wednesday, November 20, 2019 4:13:12 PM

The congestion this will cause will be overwhelming to the already congested streets and highways. As well as the pollution and noise. What will this pollution do to our crops? We dont want to become LAX or Burbank airports. This is only the beginning. No thank you!

Strongly against it!

Sincerely,
Christina-resident since 1975

From: [REDACTED]
To: [Powers, Erin](#)
Subject: BIG JETS AT CAMARILLO AIRPORT
Date: Wednesday, November 20, 2019 4:12:40 PM

Ms. Powers,

My daughter just informed me today that the Camarillo Airport is building large hangars to handle 737's. I cannot believe that I haven't heard ANYTHING about this plan. Seems to be pushed through on the QT.

I have lived here since 1980 and retired from the college district. I love my home and the area. I am can't help but believe that this additional traffic at the airport will adversely affect my home's value.

I am definitely opposed to the idea of 737's at the Camarillo Airport.

Elizabeth A. Hough

[REDACTED]
Camarillo, CA 93010

From: [REDACTED]
To: [Powers, Erin](#)
Subject: 737
Date: Wednesday, November 20, 2019 4:11:35 PM

Hi

I just would like to let you know that we are not happy with the proposal of having 737s or any large commercial aircrafts here at the Camarillo Airport. Our community is beautiful and pretty peaceful with the exception of the military aircraft. I cannot even imagine what it would be like to have more air noise and traffic. We are against this!
Leslie Sepulveda

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Boeing 737-800
Date: Wednesday, November 20, 2019 4:10:08 PM

I am inspired to connect with you after reading an ad in the Ventura County Star. My husband Karl and I would strongly object to a permanent base with a 50 year lease at Camarillo Airport for the airliner sized Boeing jet. Karl was an aviator in the US Navy for almost 30 years and we welcome the sound of the jets at Pt Mugu and the Coast Guard facility. Living in the Mission Oaks area we are under the flight path and know the noise level involved. We are willing to sacrifice some peace and quiet for our country's defense. We are not interested in adding to the noise with commercial large jets. Please do not approve this proposal.

Mary Volland

From: [Doug Off](#)
To: [REDACTED]
Subject: Camarillo Airport proposed hangar construction
Date: Wednesday, November 20, 2019 4:07:15 PM

I strongly disagree on the addition of hangars large enough to house Boeing Business 737-800s Jets at our local civil airport. I believe the Camarillo City Council also voted against this type of proposal in the 1970's.

The larger the size and capacity of a plane, the louder the engines seem to be. I live in the Las Posas Estates, and the noise from the smaller business jets has become very loud.

Camarillo airport has become very popular, as is Van Nuys airport, with business jets, and certainly supports our business community. But I think this is the time to say "stop" on increasing airplane size at Camarillo's community airport. I am a resident and own businesses around the airport and consider even the present take-off noise as a handicap towards our living enjoyment.

Douglas Off

Ojai Oil Company
Dba Golden State Storage
400 W. Ventura Blvd., Ste 100
Camarillo, CA 93010
[REDACTED]
[REDACTED]
[REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Jets in Camarillo
Date: Wednesday, November 20, 2019 4:07:11 PM

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Dear Ms. Powers:

The current air plane noise including the Jets from the base are bad enough without adding even more jet noise by allowing this new contract.
Genie Lee, Camarillo resident.

[Sent from Yahoo Mail on Android](#)

From: [REDACTED]
To: [Powers, Erin](#)
Subject: NO BIG JETS at Camarillo Airport
Date: Wednesday, November 20, 2019 4:02:37 PM

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NO – I do not want giant jets in Camarillo – we get enough air traffic from Point Mugu and the Air National Guard at all hour of the day and night – as a resident in these flight paths and Camarillo’s airstrip NO. NO and NO

Sincerely,

Sharon Walefield

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From: [REDACTED]
To: [Powers, Erin](#)
Subject: Proposed Boeing 737 at Camarillo Airport
Date: Wednesday, November 20, 2019 4:00:39 PM

I am vehemently opposed against the Dept. of Airports housing Boeing 737 Business jets at Camarillo Airport. This is a ludicrous idea, with absolutely no reason other than financial gain. The noise from these jets coming and going will be unbearable to those of us living at Village at the Park. I already notice a huge increase of air traffic from the private jets constantly flying in and out of there. The increased pollution is devastating to the environment. We should be reducing our carbon footprint not increasing it. I am also very suspicious about the fact as residents we have not been informed about this proposal. Typical of the way the local Council and local government agencies operate! Hence why many of us tax paying residents will eventually be forced to move away from what was once a beautiful area.

Sincerely,
Alison J Tack

[REDACTED]

Camarillo Ca 93012

Sent from my iPad

From: [REDACTED]
To: [Powers, Erin](#)
Cc: [REDACTED]
Subject: Camarillo airport opposed to 737-800 jets
Date: Wednesday, November 20, 2019 3:59:45 PM

Hello,

I am opposed to base airliner sized Boeing Business jets at the camarillo airport due to noise problems we will face if that happens.

We already have enough due to the naval bases.

Thank you.

Melanie Brown

Sent from my Verizon, Samsung Galaxy smartphone

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Proposed new hangars
Date: Wednesday, November 20, 2019 3:59:11 PM

Ms. Powers,

I am very concerned about the possibility that larger aircraft will be using Camarillo Airport if the new hangars are approved. As a resident near the airport's flight paths, I worry about the increased noise and pollution that such an eventuality would bring; to say nothing about increased car traffic.

Please count me as opposed to this proposal!

Also, I want to register my dissatisfaction with the underhanded way this proposal was handled. Very little notice to the public.

Yours truly,
Robert Friedline

[REDACTED]
Camarillo. CA 93010

From: [REDACTED]
To: [Powers, Erin](#)
Subject: No Big Business Jets At Camarillo Airport
Date: Wednesday, November 20, 2019 3:55:32 PM

Dear Ms. Powers,

My wife and I are totally against the proposal to base airliner-sized Boeing business Jets at Camarillo Airport. There is no known need for these jets and the noise they will create. Also, lack of transparency about this proposal smacks of trying to slip a personal political agenda (i.e. an agenda that may be motivated by conflict of interest) by the people who are most concerned about its implementation. Please do what you can to ensure disapproval of this proposal. Thank you.

Ken Mills

[REDACTED]
Camarillo, CA 93010

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Camarillo airport
Date: Wednesday, November 20, 2019 3:54:28 PM

Ms. Powers,

I'd like to send you an email to say that I am opposed to the change that is being suggested to the Camarillo airport with respect to base airliner-sized Boeing Business Jets. There has already been a significant amount of noise that I am assuming is due to Point Mugu and the increased activity there. I would oppose any increase to planes of any type that would increase the noise level in the city of Camarillo.

Kindest Regards,

Linda Wells
Client Manager

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From: [REDACTED]
To: [Powers, Erin](#)
Subject: Proposed New Hangars - Camarillo Airport
Date: Wednesday, November 20, 2019 3:47:47 PM

Good Afternoon Ms. Powers,

I am pro-airport but I am not in agreement with the proposed new hangars at Camarillo Airport, especially if true that the Department of Airports is proposing to base airliner sized jets there. This would create negative impacts by:

- Adding a noise nuisance with much louder jets landing and taking off. We in Camarillo and surrounding areas are already subjected to more noticeable airliner noise from the FAA shifting approach patterns at LAX earlier this year. This is not like the amazing annual Wings Over Camarillo Airshow which is one weekend a year where tens of thousands of people attend from near and far to enjoy, rather this would add very loud jet traffic on a daily basis. This would not only affect the quality of life for the citizens of Camarillo and surrounding areas, but potentially disrupt the learning process of children in school classrooms with frequent distracting noise.
- It will create a potentially much larger aircraft safety issue than we currently have.
- It will harm real estate desirability and values in Camarillo. I cannot imagine that you don't know that Old Town Camarillo is directly under the flight path to Camarillo Airport. Under law, proximity and noise from airports must be disclosed to buyers of residential real estate, impacting the overall value of a property. My profession is real estate sales, so I am confident in my opinion when it comes to Ventura County real estate.
- In general it will harm, without any measurable benefit to, the citizens of the City of Camarillo and surrounding areas.

What is the purpose other than the county to make money? Not a wise money making venture to say the least at the expense of citizens. Some things are just not worth it. Also, there is an agreement in place from when the airport was handed over to Camarillo from the government for the runway size to be what it is and to not allow larger aircraft to be based at the airport. It surely would be a gross abuse of power to trample that agreement.

Ventura County is one of the finest areas to live in the United States with our climate, amenities, and centralized location between the urban sprawl of Los Angeles (which many people move here to escape) and the central coast. Please understand, consider and relay the negative aspects of the proposals. I am sure I am not alone in my opinion. Let's work to keep Camarillo and Ventura County the beautiful and desirable areas they are!

Respectfully,

Tim Hall
Century 21 Everest

[REDACTED]

closing transaction and you receive an email containing Wire Transfer Instructions, DO NOT RESPOND TO THE EMAIL! Instead, call your escrow officer/closer or Lender immediately, using previously known contact information and NOT information provided in the email, to verify the information prior to sending funds.

From: [REDACTED]
To: [Powers, Erin](#)
Subject: proposed hangers at camarillo airport
Date: Wednesday, November 20, 2019 3:41:17 PM

Camarillo airport has been adding general aviation hangers for a year or two but it took me by SURPRISE that the two new proposed hangers are sized to house 737-800 and gulf stream G650 heavy jets.

I feel the proposal to build these large hangers is an underhanded way to bring in heavy jets without informing the people of Camarillo.

I have lived in Camarillo since 1974. it is my understanding that there is an agreement with Camarillo, that Camarillo airport is a general aviation airport and there would be no heavy jets coming in. The lockheed constellation was permitted at Camarillo airport by permit with limited flights per month.

I think the county needs to make aware to the Camarillo community what you have intended without disguising it as just two hangers.

I think you need to revisit the public input before approval.

I think you need to make the hangers smaller to handle business jets only.

Jim Ganser

[REDACTED]
Camarillo, Ca

From: [REDACTED]
To: [Powers, Erin](#)
Subject: No Expansion or Bigger Jets in Camarillo Airport
Date: Wednesday, November 20, 2019 3:33:15 PM

Hi Erin,

I just become aware of a proposal to house large planes at the Camarillo Airport. I oppose any expansion of the airport whether its bigger jets, or more flights. I've already noticed an increase in the noise created from some of the large private jets that I never heard before. I thought there was an agreement with the City of Camarillo not to expand the airport beyond its current size planes. Is this true?

You can put me down as apposed to any type of expansion to the airport.

Thanks,
David

David Sawyer
President

Sawyer Construction Management Inc.

[REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Cc: [REDACTED]
Subject: Camarillo Airport 1976 Agreement
Date: Wednesday, November 20, 2019 3:30:36 PM
Importance: High

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Dear Ms. Powers:

We disagree with any proposal/plan by the Department of Airports that would allow large jet aircraft to be based at Camarillo Airport. We request that the established 1976 Agreement with the City of Camarillo be respected, maintained, and enforced as-is.

Sincerely,

Richard W. and Charlotte J. Krueger

[REDACTED]
Camarillo, CA 93012

[REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Big Jets in Camarillo
Date: Wednesday, November 20, 2019 3:26:35 PM

This email is to inform you that I am against having any large jets using the Camarillo Airport. The noise level from these aircraft is intolerable and many homes, residents and businesses in Camarillo and Oxnard will be affected. Please don't make our beautiful and peaceful communities be degraded as the neighborhoods in the Los Angeles, Long Beach, Burbank and Ontario have been.

Marie Ruelas

Sent from my iPhone

Henry A Ruelas

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Big Jets Over Camarillo
Date: Wednesday, November 20, 2019 3:23:52 PM

I'm distressed to learn that approval is imminent for larger jets to land at Camarillo Airport. I live at [REDACTED]; and after living here for over 30 years, I can vouch for the increase in airplane noise - especially from the jets we already have! Sometimes, they fly so low, we feel like ducking down; and after one low-flying jet had passed, my sister who was visiting remarked, "That pilot had lovely blue eyes!"

While we can still, on occasion, make fun of this inconvenience, please don't allow it to get worse. Although I've been tempted more and more in recent years, I haven't contacted the noise-control telephone number for the airport. This would definitely change with bigger jets.

Please do all in your power to keep the air space over old town and the surrounding neighborhoods free of big jets.

Judith Laurentowski

P.S. The jets that already fly over my house stink of jet fuel, too... not good for children or adults!

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Protesting Large Jets
Date: Wednesday, November 20, 2019 3:15:23 PM

Ms Erin Powers,

We oppose The Dept of Airports proposal to base airline sized Boeing Business Jets.

The noise and pollution would be a terrible hardship on the Camarillo Area.

Sincerely,

Janet and Dana McLorn

Sent from my iPad

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Attn: Ms. Erin Powers Re: airport hangars
Date: Wednesday, November 20, 2019 3:11:58 PM

We are sending our message to you to forward on regarding the proposed and apparently approved new large hangars for the local airport, which have been authorized without any public input.

We feel strongly that such large aircraft such as those that are to be housed in these hangars are entirely inappropriate to be flying over our quiet residential bedroom community.

We hope that our concerns will be considered at this time and that a difficult problem facing our city and surrounding areas can be avoided.

Sincerely,

Christopher and Nancy Ennis

From: [REDACTED]
To: [Powers, Erin](#)
Cc: [REDACTED]
Subject: Protest of Proposed 737's at Camarillo Airport
Date: Wednesday, November 20, 2019 2:56:37 PM

Good Afternoon Ms. Powers,

I am writing you because I highly protest the Department of Airports' proposal to approve/allow the operation and basing of Boeing 737 aircraft at Camarillo Airport.

My husband and I are protesting this proposal.

When we first moved to [REDACTED], located in Old Town Camarillo, we understood there to be the occasional planes flying over our home. It appears that over the years the air traffic has increased, with larger planes flying extremely low and in abundance. The proposed Boeing 737's was not disclosed in any contract.

In making a phone call to the Camarillo Airport, in regards to planes that are frequently flying low, I was told that the planes only fly over residential areas when the traffic was heavy. That was and continues to be a lie. The large planes refuse to use the appropriate flight path, coming in over the fields, regularly with no regards to the residential population. Interesting enough we are offered a heads up when the Air Show happens in August, but not the same curiosity on a proposed plan the Department of Airports' and the City of Camarillo have in store.

We also protest that the Camarillo Airport and City of Camarillo pushed this proposal through with almost "NO" public notice or concern for the resident's directly affected. We are requesting that the comment period be extended by 30 days and that property advertised public meeting be held in the community.

We are available for further discussion at this email address or [REDACTED]

Cindy Dow
Brian Dow
[REDACTED]
Camarillo, Ca 93010

From: [REDACTED]
To: [Powers, Erin](#)
Subject: CAMARILLO Airport big jets
Date: Wednesday, November 20, 2019 2:54:35 PM

Ms. Powers,

I just learned today that the Camarillo Airport is building big hangars to house airplanes as large as 737's. This is not only not ok, but I am outraged that this is being swept under the carpet.

I sell real estate for a living and I can't even fathom the impact this will have on home values, let alone the impact on the environment.

I am definitely opposed to this outrageousness.

Regards,

Kelly Sawyer, Realtor ® and resident

[REDACTED]
Camarillo, CA 93010

--

Kelly Sawyer, Realtor
Realty ONE Group Summit

[REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Camarillo Airport
Date: Wednesday, November 20, 2019 2:37:48 PM

Good afternoon Ms. Powers,

I am a homeowner in Village at the Park. I am writing to tell you we are strongly opposed to expanding Camarillo Airport to allow for 737 jets to land. The noise we endure from the current approved aircraft already affects our quality of life as we are right in the flight path. The noise is sometimes so loud, we cannot have our windows or patio door open because it interferes with hearing a program or sometimes, so loud, we have to wait to continue a conversation. I don't even want to imagine how much worse it will be having a large jet flying over our home! Also, and most importantly, what will happen to the value of our homes??

I love Camarillo. It is such a charming community....that is why we chose to retire here. I hope as an airport official, you will help to protect the real estate investments and quality of life of the members of your community.

Thank you in advance for representing us! We can not allow this to move forward.

Respectfully,
Carol Clemens

From: [REDACTED]
To: [Powers, Erin](#)
Subject: No BBJ's / 737's at Camarillo
Date: Wednesday, November 20, 2019 2:34:51 PM

Ms. Powers,

I am writing to voice my opposition to allowing 737's (BBJ's) to fly into Camarillo airport. Please pass this on to all members who will be making a decision on this. I just heard about this proposal. I'm not shocked that it has not been advertised visibly to the public. I am a retired navy pilot and currently fly 737's. They are loud! They should not be allowed to fly into Camarillo Airport. If the general public had ample notice of this proposal, I'm sure the reaction would be strong opposition. Camarillo is already being destroyed by the constant stench from the hemp farms, overbuilding, congestion and crime. Do not add to the problems by allowing large very noisy 737 jets to fly in and out of Camarillo. No 737's at Camarillo! Thank you.

Sincerely,

Tom Long
Camarillo
[REDACTED]

Sent from my iPhone

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Opposition to Camarillo airport changes
Date: Wednesday, November 20, 2019 2:32:15 PM

This email is to register our opposition to the changes being proposed for our Camarillo airport. Please do NOT allow large business 737's to begin routinely flying in and out of this airport. Our home is within the flight path, and we do not wish the increased noise or hazard exposure. Also, it is our understanding that this change would violate the original 1976 agreement with the City of Camarillo, which prohibited this type of usage.

Thank you,

Lori and Larry Cheeves

[REDACTED]

Camarillo Residents

From: [REDACTED]
To: [Powers, Erin](#)
Subject: 737's based in Camarillo
Date: Wednesday, November 20, 2019 2:24:01 PM

Dear Ms. Powers,

Thank you for making us aware of the proposed 50 year lease by the Dept. of Airports.

We are Camarillo residents and are appalled at the misleading information that has been released pertaining to the leasing of new hangers at the Camarillo Airport.

We're also amazed that there is not more time allotted for public comments.

We are adamantly opposed to such a lease, for the very large aircraft that could potentially be based here, flying in and out of our nearby airport. The noise levels would not be acceptable to us!

Marvin and Sandra Kassen

e-mail, [REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Proposal to allow 737-800's hangars/traffic DESPITE 1976 Agreement
Date: Wednesday, November 20, 2019 2:13:27 PM

Dear Ms. Powers,

I vehemently object to the proposal of the so called upscale new hangars at the Camarillo Airport! Regardless of it being luxurious, high-end and meant to attract wealthy private/business owners, it's completely inappropriate for this community and the proximity to current, pending & proposed housing developments. We already are dealing with rapidly increasing small aircraft traffic & noise. We already have increased deafening noise and traffic with the Base at Point Mugu.


To even consider such oversized jet traffic, noise & pollution added to the already overtaxed airspace over this bucolic community is unconscionable. I implore you to please reconsider your proposal.

There is also the Oxnard Airport to consider, which seems more appropriate, because it already had larger jet service, but that was suspended in 2010 by the airline service. Perhaps Oxnard airport would welcome the proposed hangar?

I sincerely thank you for your review of the 1976 agreement with the city of Camarillo, your time, and your consideration.

Best regards,

Michele Chason

From: 
To: [Powers, Erin](#)
Subject: Camarillo airport expansion
Date: Wednesday, November 20, 2019 2:11:12 PM

We were just informed that the proposed airport expansion will allow 737's . As residents of woodside greens we are concerned. Over the past 40 years we have seen close calls many times in the airspace over our home and adjacent areas. We have the military flight path over our neighborhood and they have always been good neighbors, but other private craft especially 737's remain a great concern. In addition are these the 737 max? We've insulated our windows to keep the small craft noise down but it does not mitigate noise from larger craft. Again I say we're concerned. Pete and Jane Skuba, Woodside Greens residents.

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Commercial Jets @ Camarillo Airport
Date: Wednesday, November 20, 2019 2:09:33 PM

To whom it may concern,

I absolutely protest the proposal to allow commercial-sized jets to use the Camarillo Airport for business airplanes.

There already is enough air/noise traffic with the existing sized aircraft that currently fly in our neighborhood and community.

Robert Merrick

[REDACTED]
Camarillo,
93012

From: [Howard Miles](#)
To: [Powers, Erin](#)
Subject: Jets, airports, SAFETY and Property values
Date: Wednesday, November 20, 2019 2:04:49 PM

Dear Erin,

Camarillo Airport is already exceeding the reasonable limits by allowing small jets to buzz a few hundred feet over our heads in old town. Every night, and past midnight! It's too much already. Now you want bigger, louder, more dangerous? No way!!

And shame on you for trying to sneak this past the eyes of the people most effected by this proposal. Looks like some shady business

From: [REDACTED]
To: [Powers, Erin](#)
Subject: New facility
Date: Wednesday, November 20, 2019 1:53:41 PM

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Spam.Manager@ventura.org

Erin,

I couldn't get Jorge and company to let me turn a good friends rather large hangar into a facility for our Autopilot R&D company that has high visibility in The General Aviation world.

Go figure. You can see why I'm perturbed.

Paul Odum

[Sent from AT&T Yahoo Mail for iPhone](#)

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Jets at Camarillo Airport
Date: Wednesday, November 20, 2019 1:52:11 PM

Hi Erin,

I work at an office building next to the Camarillo Airport and I think it would be a mis service to Camarillo residents to allow for large jets to fly into this airport.

I can't imagine having to work under conditions where I'm unable to discuss things with my peers so someone is able to fly their large jet into the airport. There are plenty of airports that already allow larger jets so I don't see why it's necessary for jets to also fly into Camarillo.

I hope this proposition doesn't go through because it would affect my everyday life and the other lives of people in the same office building.

I appreciate you taking the time to review this email.

--

Best,
Grace Hansen
Ojai Oil Company
[REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Subject: New Jet Center
Date: Wednesday, November 20, 2019 1:51:41 PM

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Spam.Manager@ventura.org

What the fuck are you up to with this new jet center.

I'm sure the local residents are going to love the big jets coming into KCMA, NOT!!

I have been flying at KCMA since it opened in the 70's.

You don't need this for KCMA and I certainly don't support it.

Paul Odum

[Sent from AT&T Yahoo Mail for iPhone](#)

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Increasing noise pollution over Camarillo
Date: Wednesday, November 20, 2019 1:41:19 PM

Ms. Erin Powers,

I recently learned of the proposal to allow airline-size business jets to use our local airport. I also understand that the Department of Airports wishes to push it's proposal through as quickly and quietly as possible.

I feel that the residents of Camarillo already have to tolerate a significant level of noise pollution. The passage of the current proposal would benefit few at the expense of many.

Please help protect the integrity of our community and it's environment.

Thank you,
William Tellez

Sent from my iPhone

From: [REDACTED]
To: [Powers, Erin](#)
Subject: LARGER JET PLANES IN CAMARILLO -OPPOSED
Date: Wednesday, November 20, 2019 1:28:28 PM

Dear Erin

I'm writing to ask that our airways do not get sold out to big corporations. I live in Old Town and have lived in Camarillo for my entire life. I love having an airport but don't feel we have had a thorough discussion about this topic and I am very upset. No one I have spoken to seems to be aware of this subject. My husband and I purchased our home on Grandview Drive overlooking the farmland 3 years ago and we have noticed the planes that fly NOW fly lower than they are supposed to and later than they are supposed to. Now we are going to have larger planes? We need further discussion about this. Please allow more time before beginning this. Many people in Camarillo will be affected and many deserve to be heard.

The 1976 agreement was made with the City of Camarillo for good reason, health and environment. Please don't allow us to become victims of greed!

Kindest Regards,

Rachel E. Resnik-Miles

[REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Cc: [REDACTED]
Subject: RE: Public comments for proposed changes at Camarillo Airport
Date: Wednesday, November 20, 2019 1:21:56 PM

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Dear Ms. Powers,

I am writing to protest the Department of Airports' proposal to approve operation and basing of Boeing 737 aircraft at Camarillo Airport.

I own a home under the flight path into Camarillo Airport and strongly protest the approval of allowing this size of plane to land at the Camarillo airport. I don't even know where to begin. Let's start by the undermining manner in which this proposal is being pushed through. A proposal of this magnitude being pushed through with a small blip in the paper. It is also my understanding there was an agreement made with this community decades ago not to fly large passenger aircraft in and out of Camarillo Airport which appears to take this proposal beyond the legal grounds not to mention a complete breach of trust that I and my community I think I can safely say will be willing to go to court over. Lastly I find it interesting that Department of Airports refuses to extend deadline despite complete lack of effective notice. It will also be interesting to see who is behind these efforts and who this is actually going to benefit.

I am certainly available for further discussion

Nancy Jelaca

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From: [REDACTED]
To: [Powers, Erin](#)
Subject: Fwd: Jet proposa
Date: Wednesday, November 20, 2019 1:16:10 PM

[REDACTED]
Begin forwarded message:

From: Susan Naumann [REDACTED] >
Date: November 20, 2019 at 11:20:45 AM PST
To: erin.pwers@ventura.org
Subject: Jet proposal

I am one of the newest residents on Grandview Drive in Old Town Camarillo. I have invested a great deal of money rebuilding/remodeling my home with the idea of many years of enjoying my amazing view, the train and occasional airplanes. I am NOT at all interested in enduring large airplanes being added to the landscape. I vehemently object and oppose the proposal.

Susan Naumann

[REDACTED]
Camarillo
[REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Boeing Business Jets at Camarillo Airport
Date: Wednesday, November 20, 2019 1:04:41 PM

Dear Ms Powers,

I understand you are the project manager for the new hangars at Camarillo Airport. I further understand that today is the last day of public comments on this project. My position on this project is that I have no problems with new and larger hangars but I do have problems with the expected usage by 737-800 aircraft (aka Boeing Business Jets or BBJ). I recommend that as part of this project that a maximum takeoff weight (MTOW) be set for the airport at 50,000 Kg (110,000 lbs). This would still allow the Gulfstream G650, the largest plane to currently use the airport to continue operations but prevent practical BBJ operations.

While most residents aren't even aware of this airport development, most that are have concerns relating to noise. My concern is related to safety. A fully loaded BBJ can take off from the Camarillo Airport runway in ideal conditions but there is no safety margin. The recommended BBJ runway length is considerably longer than the active runway at Camarillo.

Allowing any regular BBJ operations from Camarillo would create pressure to extend the active runway. An eastern expansion into the currently inactive runway would mean even lower flights above Old Town Camarillo and the outlet mall. A westward expansion would appear to be a much more costly endeavor and time consuming endeavor. While several area residents fly small planes into Camarillo, the number served by the BBJ would be very small. In other words, BBJ operations would be a costly compromise to many area residents with a benefit to only a small handful. Please do what you can to prevent this from happening.

Regards,

-Jonathan Novick
30-year Camarillo resident
[REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Protest of Proposed 737s at Camarillo Airport
Date: Wednesday, November 20, 2019 12:58:34 PM

Dear Ms. Powers,

I am writing to protest the Department of Airports proposal to approve operation and basing of Boeing 737 aircraft at Camarillo Airport.

I protest this proposal on the lack of effective public notice, and request , at the very minimum, be extended by at least 30 days. Something seems very wrong when the public has had very little notice of this proposal. We need to have a properly advertised public meeting to be held in the community.

I am willing to fight any further expansion of Camarillo Airports operations.

I am available for further discussion at this email address.

Patrick R. Murphy
[REDACTED]
Camarillo, CA 93010

From: [Mike Hunter](#)
To: erin.powers@ventrua.org; [Powers, Erin](#)
Subject: Expanded 737 landings
Date: Wednesday, November 20, 2019 12:55:27 PM

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As a resident of village at the park, I strongly object to Expanded 737 landings at Camarillo airport!!

Get [Outlook for iOS](#)

From: [REDACTED]
To: [REDACTED]
Cc: [Powers, Erin](#)
Subject: over sized aircraft
Date: Wednesday, November 20, 2019 12:45:24 PM

Dear Board of Supervisors/ Dept. of Airports,

I have lived in Camarillo since 1964 and vividly remember the Air Force's use of Oxnard Air Base. The F-101's, F-100's and F-4's noise at take off and approach was so intense it would penetrate to ones bones. As a military dependent I lived on Air Force bases around the globe for 27 years listening to the noise from aircraft as they approach and take off from those bases. I also worked at Ventura Co. Naval Air Station Pt. Mugu for an additional 33 years. So I feel I am well versed with aircraft and their pollution, both air and noise.

I am completely dismayed and concerned by the Board's and the Dept. of Airports' continued lack of regard for the citizens of Camarillo when it comes to the Camarillo Airport. Thus, I am in total disagreement with the proposal to house jumbo sized passenger jets and additional corporate aircraft at Camarillo's airport. Why?

Space is getting to be a premium here and should be held in reserve for the people of this county, not a few out-of-the area well-to-do celebs and companies to park their aircraft. Those planes could be housed out at Lancaster or Mojave where there is plenty of room.

I also believe the Board of Supervisors and the Dept. of Airports should recognize and uphold the 1976 agreement with the City of Camarillo by not authorizing the use of Camarillo Airport for just such an endeavor. I also believe the disregard of Camarillo citizens' quality of life in this matter in exchange for a stream of revenue will affect Thousand Oaks and Oxnard too.

So, if you truly don't want the debacle reported in the news around the Bob Hope Airport in the San Fernando Valley or another LAX here, I strongly urge you to *not authorize* this proposal or any more increases of use such as this for the Camarillo Airport.

To quote Nancy Reagan: Just Say No!

Keith High

A potentially former Vent. Co. resident

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Camarillo Airport expansion of 737s
Date: Wednesday, November 20, 2019 12:39:21 PM

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Hi Ms. Powers,

I live at Village at the Park and would very much be against additional large airplane landings and takeoffs at Camarillo Airport. We are accustomed to the light traffic of small planes and private jets but would not like the additional noise and pollution brought by 737s.

Thank you!

Sincerely,

Steve Carrigan, CMPS

[REDACTED]
[REDACTED]
[REDACTED]

Camarillo, CA 93010

[REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Subject: 737 Business Jets at Camarillo Airport
Date: Wednesday, November 20, 2019 12:33:22 PM

The article about the arrival of larger business jets was the first hint we heard of the decision to allow jets the size of 737's at Camarillo Airport. If this is true, we strenuously object to the increase in noise, and the violation of the intention of the agreement that Camarillo Airport would never become a "large jet" Airport.

We believe this matter should be discussed in a public hearing environment, to allow the residents of Camarillo to express their opinions.

Ronald and Theresa McConville
[REDACTED]

Sent from my iPad

From: [REDACTED]
To: [Turner, Kip; Powers, Erin](#)
Subject: Clarification of APL's Objection to CloudNine Project
Date: Wednesday, November 20, 2019 10:31:18 AM
Attachments: [2019.11.20 Letter to Kip Turner & Erin Powers.pdf](#)

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Dear Director Turner and Ms. Powers: My client, Jerry Alves, wants to make sure that the Department knows that his objections to the CloudNine project are limited as stated in the attached letter and that RKR Inc. has been advised that this objection is limited..

Mark F. Sullivan
Law Office of Mark F. Sullivan
2625 Townsgate Road, Suite 330
Westlake Village, CA 91361

[REDACTED]
[REDACTED]

[REDACTED]

*Admitted to Practice in California,
New York, Hawai'i, Michigan and
North Carolina*

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**Law Office of
Mark F. Sullivan**
2625 Townsgate Road, Suite 330
Westlake Village, CA 91361

November 20, 2019

Tel. [REDACTED]
Fax [REDACTED]

Admitted & Licensed in
California, New York, Hawai'i,
Michigan and North Carolina

Via E-Mail and U.S. Mail
[REDACTED]

Kip Turner/Erin Powers
Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010

**Subject: Clarification of Airport Properties Limited LLC's Position
on CloudNine Hangar Project**

Dear Mr. Turner and Ms. Powers:

On Monday, my client, Jerry Alves and I, had an unplanned meeting with Nick Martino of RKR Inc. on the patio at Channel Islands Aviation. We explained to Mr. Martino that APL does not object to the CloudNine project per se. APL's objection is limited to (1) basing aircraft at Camarillo Airport with a take-off weight in excess of the 115,000 pounds limit in the Joint Powers Agreement (JPA), e.g., Boeing Business Jets; and (2) the reduction from 60 feet to 50 feet of the non-movement area north of the APL hangar complex. Our concern with BBJs is the likely adverse community reaction which, in our view, will be highly detrimental to the long-term survival of the airport.

If RKR Inc. makes it clear in its MND and its proposed lease that the project was not being designed and built with the intent of basing "heavy jets" at Camarillo and, if the northeast taxiway extension can, with FAA approval, be designated nonmovement area so as to preserve the APL tenants' lease rights with fair compensation for taking 10 feet of their leased area, then there would be no objection.

Very truly yours,



Mark F. Sullivan

From: [REDACTED]
To: [Powers, Erin](#)
Cc: [REDACTED]
Subject: Camarillo Airport Hangers
Date: Wednesday, November 20, 2019 12:08:12 PM

County is avoiding agreement of 1976 with city of Camarillo not to allow large jet aircraft to be based at Camarillo Airport. Building a home (hanger) that will handle large jets is an invitation for them to come & they will. Action is in direct opposition to the will of local residents. This is at an airport whose principle landing pattern and wind direction that deflects sound is over long established residents. It will also bring additional pollution directly into the heart of the city. Stop this action now.

Eric R. Duncan Sr. Camarillo CA

Sent from my iPhone

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Big Jets
Date: Wednesday, November 20, 2019 12:01:42 PM

Ms. Powers,

I own a business right up against the airport, as can be seen from address below. I absolutely don't want those jets landing in my backyard. They are many potential dangers to that happening and my patients don't want those loud noises while they are getting dental work done. I also don't want to be drowned out by the loud noises when trying to discuss items with my patients. Please don't allow this travesty happen. Thank you for your time.

Dr. Jeremy Patelzick

--

Sincerely,
Heidi Kainz
Office Manager

Patelzick Family Dental

[REDACTED]
Camarillo, Ca. 93010

[REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Cc: [REDACTED]
Subject: Camarillo Airport-Proposal for Airliner Sized Boeing 737-800
Date: Wednesday, November 20, 2019 11:38:53 AM

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Dear Ms. Erin,

We are against the Ventura County Department of Airports proposal to base airliner sized Boeing 737-800's at the Camarillo Airport. Growing up and being a Camarillo resident for 58 years we do not want to go back the noisy days when it was Oxnard Airforce Base with large jets. The noise bothers us and our animals and makes it have to get a good nights rest. Our schools students need more rest as our governor has just put in a new law that changed starting hours for high school students to insure they get enough sleep to complete their education. With Channel Island University right in the Camarillo's airport back yard would harm the college students sleep and their education.

Also this would disrupt the 1976 agreement with the City of Camarillo and would end up in court wasting tax payers money.

Lets avoid the possible future legal law suits and give the local constituents peace and quit for the future.

I have talked to a lot of people in Camarillo and they want to be able to express their comments in public hearing with due to the lack of a effective public notice hearing.

We need to set up a public hearing in Camarillo to let the residents have a say that will effect our lives in the future.

Please feel free to contact me if you have any questions on this Camarillo Airport Proposal.

Sincerely,

Russell Heck

[REDACTED]
Camarillo, Ca 93010
[REDACTED]

Sent from [Mail](#) for Windows 10

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Camarillo Airport Hangar proposal
Date: Wednesday, November 20, 2019 11:38:34 AM

As a resident at the east end of Camarillo I am opposed to larger aircraft landing and taking off from Camarillo airport.

Please keep the 1976 agreement with the city of Camarillo in place.

Thank you,
Charles A. Russell
[REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Cloud Nine Proposal
Date: Wednesday, November 20, 2019 11:31:19 AM

Ms. Powers:

I have read the proposal for Cloud Nine posted by the Department of Airports and wanted let you know that I am NOT in favor of this project. Our home is in the path of the Camarillo Airport and although we are not now disturbed by local flights, heavier and more frequent overflights would be disturbing. I urge you to vote NO on this proposal.

Sincerely,

Richard W Dean

[REDACTED]
Camarillo, CA 93012

[REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Public comments for proposed changes at Camarillo Airport
Date: Wednesday, November 20, 2019 11:30:47 AM

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Dear Ms. Powers,

I am writing to protest the Department of Airports' proposal to approve operation and basing of Boeing 737 aircraft at Camarillo Airport.

I own a home under the flight path into Camarillo Airport. While at times, I do find the noise from the currently approved aircraft irritating and conversation stopping, so far, I've been willing to put up with it. However, I am not willing to put up with adding heavy jets flying to the mix. I see this proposal as more than an encroachment on the agreement made with this community decades ago not to fly large passenger aircraft in and out of Camarillo Airport, I see it as a complete transgression and breach of trust that I'm willing to go to court over.

I also protest the fact that this proposal is being pushed through with so little public notice and comment. I only became aware of this because of a neighbor who alerted me (and today's advertisement in the local paper) to the end of the comment period-- and I take the local paper! I am forwarding this information to my friends and neighbors, but I am requesting that the comment period be extended by 30 days and that a properly advertised public meeting be held in the community.

I am available for further discussion at this email address.

Tyler Persons
[REDACTED]

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From: [REDACTED]
To: [Powers, Erin](#)
Subject: Cloud Nine Project - Oppose
Date: Wednesday, November 20, 2019 11:28:32 AM

Ms. Powers,

We, hangar owner (B2) strongly oppose the proposed Cloud Nine project. It would dramatically change the nature of CMA and we do not welcome this disruption to GA at CMA.

Further, it has not fairly advertised for public comment.

Michael Rogers

From: [REDACTED]
To: [Powers, Erin](#)
Date: Wednesday, November 20, 2019 11:01:18 AM

Dear Ms. Powers,

I am writing to protest the Department of Airports' proposal to approve operation and basing of Boeing 737 aircraft at Camarillo Airport.

I protest this proposal on numerous grounds.

First, I own a home under the flight path into Camarillo Airport. While at times, I do find the noise from the currently approved aircraft irritating and conversation stopping, so far, I've been willing to put up with it. However, I am not willing to put up with adding heavy jets flying to the mix. I see this proposal as more than an encroachment on the agreement made with this community decades ago not to fly large passenger aircraft in and out of Camarillo Airport, I see it as a complete transgression and breach of trust that I'm willing to go to court over.

Second, I grew up here directly under the flight path ([REDACTED]) to the former Oxnard Air Force base--now the Camarillo Airport--and I remember the noise and vibration of the aircraft flying overhead. While there may be some who argue that these modern 737 aircraft will be much quieter on approach to landing, or they will use offset approaches to minimize noise, I am a former military pilot and am very familiar with aircraft operations, both military and civilian, and I will tell you those are specious arguments. Large aircraft make noise. Period. And they will be flying directly over my current home. That is unacceptable!

Third, if we as a community allow this proposal to succeed, there will be further encroachments such as upgraded air traffic control and instrument landing systems. These systems then lead to arguments to allow more heavy traffic into the airport and eventually scheduled passenger operations. Again, I find this objectionable and am willing to fight any further expansion of Camarillo Airport's operations.

I also protest the fact that this proposal is being pushed through with so little public notice and comment. I only became aware of this because of some astute friends who alerted me (and today's advertisement in the local paper) to the end of the comment period--and I take the local paper! I am forwarding this information to my friends and neighbors, but I am requesting that the comment period be extended by 30 days and that a properly advertised public meeting be held in the community.

I am available for further discussion at this email address.

Johnie Michael Murphy
Randi Olson Murphy
[REDACTED]
Camarillo, CA 93010

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Important concerns
Date: Wednesday, November 20, 2019 11:11:37 AM

Dear Erin

I'm writing to ask that our airways do not get sold out to big corporations. I often work outdoors and have noticed a steady increase in the size of aircraft flying low over us and I implore you not to allow the continued infringement. We already have to deal with farmland pesticides in our area, we do not need further measures of jet fuel sprayed over us!

The 1976 agreement was made with the City of Camarillo for good reason, health and environment. Please don't allow us to become victims of greed!

Sincerely

Marion Wood
[REDACTED]
Camarillo, Ca 93012

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Oppose Big Jets
Date: Wednesday, November 20, 2019 11:07:55 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

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I oppose Big Jet coming to Camarillo.



TERRY AYERS
OFFICE MANAGER / REALTOR®



[REDACTED]
[REDACTED]
DRE#01417128



From: [REDACTED]
To: [Powers, Erin](#)
Subject: COMMENT ON CLOUD NINE HANGAR DEVELOPMENT
Date: Wednesday, November 20, 2019 11:05:45 AM

Ms. Powers – I'd like to comment on the proposed development of the northeast corner of Camarillo Airport by the building of several luxury hangars by Cloud Nine. I've reviewed the Project Description posted on your website and have concerns about a couple of the items.

First, let me say I'm a strong supporter of aviation and the Camarillo Airport. As an active aviator/pilot since 1968, I view our unique airport infrastructure in the US as a vital link in the freedoms we take for granted and as economic engine for the entire nation that must be preserved. KCMA is a jewel that needs to be protected and nurtured to ensure it remains one of the best GA airports in the country. I support development at KCMA when it makes sense to not only the coffers of the airport but more importantly, for the residents of the airport and the surrounding community, e.g. Camarillo.

The building of the Cloud Nine hangars is not an issue. The intended use is. And by that I mean the size of aircraft anticipated to be resident of those hangars, specifically, the Boeing 737-800 and Gulfstream 650 as listed in the proposal. Both of those aircraft are airline sized and are significantly larger than any existing aircraft currently based at KCMA. Consequently, they pose a significant change to the operations of the airport. My major concerns are as follows:

- 1) The noise level that will be forced upon the existing residents of the airport hangars on the east end of the airport will be significant and potentially pose a health risk to anyone at their hangars when one of these, or more, are operating due to the loud whine of the turbine engines. These aircraft are significantly different in their operating procedures that will require them to operate their engines on their apron prior to taxi for longer periods than the current jets operating at KCMA. That noise will pose a serious hearing issue for anyone on the east end that doesn't have hearing protection on. For that reason alone, I strongly request that the size of the aircraft authorized to operate in this area be limited to exclude specifically the G605 and Boeing 737 aircraft and similar sized aircraft.
- 2) Should these aircraft be allowed to operate from the east end, their taxi route will take them from their apron westbound to make a left hand turn onto taxiway G1. That turn will result in their jet blast from their exhaust to impinge on the area planned for the new county hangars to be built on the north side of the abandoned portion of the runway opposite G1. That impingement of jet blast will significantly affect the operations of the small GA aircraft envisioned to occupy those new hangars. Any aircraft outside their hangars preparing for flight will be subjected to significant jet blast and blown debris as a result of the taxiing aircraft needing to increase their engine thrust to make that left 90⁰ turn. I strongly request that the size of the aircraft authorized to operate in this area be limited to exclude specifically the G605 and Boeing 737 aircraft and similar aircraft, and to ensure no additional risks to other aircraft/personnel are imposed as a result of basing new jets in the prosed location.
- 3) The new noise generated by these aircraft during the takeoff/landing phases will introduce a new level of noise complaints from citizens of Camarillo. Those noise complaints, while currently not numerous, will be greatly increased when these loud aircraft takeoff and land.

What is being proposed will eventually lead to the closure of KCMA similar to what has happened to Santa Monica (KSMO), where the elected officials and a loud vocal minority of the public have imposed restrictions that has altered the usefulness of KSMO as a vital resource, especially in event of a natural disaster, because of the current runway shortening and eventual closure of the airport.

Finally, I'd like to comment on the method by which the Department of Airports provided this proposal to the public for an opportunity to comment. At most, if not all, gate entrances to the airport a protected sign is available for the airport's use to notify the airport users, e.g. aircraft/hangar owners/renters, of issues they may have an interest in understanding and perhaps provide comment. However, no notice was ever placed in any of those locations. The notification was place at the Camarillo Library. While I'm sure this was legal, it certainly smells of an overt attempt by the Department of the Airports to limit public notification and comment on this propose project and in my view, wholly unethical.

In closing, let me restate that I am not against the development of the northeast corner of the airport, but am completely against the introduction of airline sized aircraft to the GA airport of Camarillo.

Respectfully,

Peter S. Chmelir

[REDACTED]

Camarillo, CA 93012

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Camarillo Airport
Date: Wednesday, November 20, 2019 11:00:34 AM

Hi Erin

We are Old Town Camarillo residents for 28 years.

We love our area and neighborhood.

We have experienced many years of what the airport/plane traffic produces (noise) and knew that when we moved to the area.

However, over the last few years we have noticed an increase in plane frequency and numbers overhead in the evening hours especially.

These are the noisier/larger-sized planes it seems.

While we want the Camarillo Airport to continue to thrive and survive, we do not want to see "more" commercial hangars to be built thereby causing an increase in air traffic.

I am originally from Van Nuys, and never want to see that kind of traffic in our area.

We are a small town with a wonderful environment and air quality and noise level which we DO NOT want to see increase.

Not that it will probably matter, but Please register us as OPPOSED to any increase in hangar space, thereby meaning more airplane noise and traffic to our area.

We even see more military planes going over and I assume landing and taking off at Camarillo versus all prior going to Pt Mugu which we fully support.

Also, we should have received direct snail mail notifications and email notifications and prominent public notices about this project proposal.

We never heard of or saw any until today on the neighborhood association comment area by one person.

Thx for your attention,

Dr Michael & Lisa Rittenberg

[REDACTED]
Camarillo CA 93010

Please let me know u got this and about any public meetings on the subject.

Sent from my iPhone

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Opposition to basing large jets at Camarillo Airport
Date: Wednesday, November 20, 2019 10:30:53 AM

Dear Ms. Powers;

I am a registered voter in Ventura County and a resident since 1987. I am strongly opposed to basing any jets larger than the business jets that currently use the Camarillo Airport. By this I mean that I am opposed to a 50 year lease to Boeing to base 737-800s at the Camarillo Airport.

Please extend the comment period and require that the Camarillo Airport prepare an Environmental Impact Statement as required by CEQA.

Best regards, John F. Reid

From: [REDACTED]
To: [Powers, Erin](#)
Subject: New Boeing hangars
Date: Wednesday, November 20, 2019 10:14:50 AM

Dear Ms. Powers:

I just learned about the proposed new hangars on Las Posas Road. The Department of Airports is proposing to base airliner-sized Boeing Business Jets there under a 50-year lease. If approved these will be the largest and potentially the loudest aircraft ever permanently based at this airport. These private Boeing 737-800s are up to twice as heavy on take-off as the 10-15 passenger executive jets that currently use the airport.

I strongly oppose the proposal, which would fly in the face of a 1976 agreement with the city of Camarillo not to base such large aircraft at this airport. Please do not allow this to happen! Either vote No or extend the comment period.

Sincerely,

Marianne Slaughter
[REDACTED] Camarillo, CA 93010

From: [REDACTED]
To: [Powers, Erin](#)
Cc: [REDACTED]
Subject: Adamantly Against...
Date: Wednesday, November 20, 2019 10:13:36 AM

Dear Ms. Powers, I am very upset that a proposal allowing airliner-sized Boeing Business Jets (Boeing 737-800s) to be permanently housed (50 years) at Camarillo Airport is being considered. Everyone knows that more plane noise/pollution on this level would be detrimental to residents health and peace of mind to residents and is certainly antithetical to what is good for Camarillo! Please don't allow what is attractive about where we live to be ruined in such a way.

Dee Press
[REDACTED]
Camarillo, CA

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Camarillo Airport
Date: Wednesday, November 20, 2019 10:05:33 AM

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Spam.Manager@ventura.org

Dear Ms. Powers,

I live at [REDACTED] in Camarillo. I purchased my home at a premium because of its location. As a matter of fact, the appraisal did not come in at the proposed value, so my husband and I paid out of pocket the difference. We LOVE our small airport. We spend countless hours in our backyard (which underwent a \$100,000 renovation specifically to enjoy our backyard) watching the small planes fly DIRECTLY over our house on their flight path. We do experience some jets that violate the noise parameters and I keep a regular journal of them. It seems that the charter jets build the fines into their "cost of doing business". These incidents have increased in the three years we have lived here and it is alarming.

We purchased our home based on the fact that Camarillo is a small airport for individual owners and hobbyists. We were prepared for those small disturbances.

I was very alarmed on Monday, when I read the article in the Ventura County Star. The verbiage was just vague enough to cause unease. And then to find out that those people who would be most affected by this change weren't even notified? That is insane. We have more warning about the Dizdar park renovation than the changes at the airport.

If the Camarillo airport accommodates 737s and an increase in commercial aircraft, home values in the area WILL decline, causing some homeowners to be underwater. I, nor my neighbors, purchased our home to live under a commercial airport. We do NOT aspire to be Van Nuys or Westchester, where the air traffic noise is deafening. Even now when a private jet comes through, my whole house shakes. And you want to increase that?

Additionally, I own a business located in the Old Town area of Camarillo and my business would be negatively affected by increased airport traffic.

Please maintain the original 1976 agreement that was made with the City of Camarillo and respect the homeowners in the community who have invested hundreds of thousands of dollars into their homes.

Respectfully

--

CAMI PINSAK

Broker Owner

[REDACTED]

[REDACTED]

[REDACTED]

c: [REDACTED]

CAR Certified Forms Trainer

Company Stats



[“2019 Entrepreneur Magazine Fastest Growing Franchises”](#)

[Do the Math](#)

From: [REDACTED]
To: [Powers, Erin](#)
Subject: airport
Date: Wednesday, November 20, 2019 9:38:37 AM

Please do not allow the Department of Airports to base airliner-sized Boeing Business Jets at the Camarillo airport. The fact that the Department has refused to extend the comment deadline despite lack of effective public notice is certainly a red flag. I strongly feel that this proposal should be denied.

Thank you for your consideration..

Nancy Penner
[REDACTED]
Camarillo, CA 93010

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Camarillo airport
Date: Wednesday, November 20, 2019 9:37:12 AM

See where people are being encouraged to tell you to block larger corporate jets from Camarillo airport. Let them come! They really aren't that loud and we should enable as many uses as possible. Thanks for your efforts.

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Airport Expansion
Date: Wednesday, November 20, 2019 9:34:28 AM

Ms. Powers-

This email is in response to the proposed addition of the four new hangers at the Camarillo airport. I am in total opposition of these new hangers. I personally feel the quality of life living here in the Las Posas Estates will be jeopardized with even louder jet engines/aircraft noises than we already deal with. There are currently times when we sit in our house and hear what sounds like extremely large aircraft taking off at the airport, even disturbing our pets. Let's not forget the animal control center is nearby as well. I can't imagine larger aircraft housed at the Camarillo airport.

I say NO.

Thank you,
Mark Beckner
[REDACTED]
Camarillo, CA 93010

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Basing Larger Aircraft at Camarillo Airport
Date: Wednesday, November 20, 2019 9:23:47 AM

Good Day Ms.Powers,

I was upset this morning when I read about the new proposal for changing the size of the aircraft that can use the Camarillo Airport. I did see the article about the new hangers but did not realize the hidden agenda behind those plans. I have lived in Camarillo since 1976 and feel that the use of the Airport is just the way it should be for the size of our city. I urge you to please not agree to making this change.

Sincerely
William Spies

Sent from my iPhone

From: [REDACTED]
To: [Powers, Erin](#)
Subject: 737-800 jets
Date: Wednesday, November 20, 2019 9:10:44 AM

As a citizen of Camarillo and already in the direct flight path for the huge jets that go to the Base and drown out all other sound as they pass over one after another , I protest bringing in more large planes that will add to the noise and pollution of our community. We are in a valley with a busy freeway going through and additional contamination of our atmosphere should be prevented

Richard Brand, [REDACTED]

Sent from my iPad

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Loud Aircraft at Camarillo Airport
Date: Wednesday, November 20, 2019 8:42:00 AM

I'm opposed to the pending agreement allowing jets as large as 737s to use Camarillo airport. I believe this violates the 1976 agreement with the City of Camarillo not to use such aircraft. I live in the flightpath and I'm opposed to this proposed change.

Gregg Willson

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Objection to the Cloud Nine Project
Date: Wednesday, November 20, 2019 8:33:20 AM

Erin Powers,

I have been a Camarillo hangar owner for 8 years. I am against Camarillo airport becoming home to large 737 type aircraft. I'm pretty sure the surrounding neighbors would not be in favor of the added jet traffic and increase noise that comes with these large aircraft. I'm in favor of building new hangars and expanding the airport's tenet population but actively seeking tenets with large, heavy, jet aircraft changes that. I'm also concerned why the Department of Airports hasn't reached out to the tenets and local population to get feedback on this project. I'm writing this note today, the last day for public comment, because of a notice from COHOTA. Without them notifying me, I would not have known the negative impact this project could have on the community.

Sincerely,

Thomas Weaver

[REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Camarillo Airport
Date: Wednesday, November 20, 2019 8:22:06 AM

We are very concerned about the possibility of larger passenger planes such as the Boeing 737-800s being flown from Camarillo Airport. In 1976 there was an agreement stating there would be no commercial passenger service from Camarillo Airport.

There is already many private passenger planes leaving and arriving from this airport. Some of them are very noisy. Occasionally the flight path of these planes is over nearby housing. These planes get away with this as they are not considered commercial however they are passenger planes where a fee is being charged. The 1976 agreement needs to hold up so that there is no increased noise and activity at this airport

Diane Off

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Big jets at Camarilo airport
Date: Wednesday, November 20, 2019 8:09:45 AM

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Spam.Manager@ventura.org

Ms. Powers,

Please do not allow jets larger than the ones currently being based there to come to Camarillo airport. I came to Camarillo in 1961 as my father was transferred here to take the command of the control tower at Oxnard Air Force Base. My father retired from the Air Force before the Base was closed. We followed the conversion to a public, local airport. In 1976 the city of Camarillo agreed to make this a small, local airport. Some time later small, private, business jets were allowed to use the airport. Many locals believed this was in conflict with the original agreement, but discovered the city had authorized this. Now, you are trying to bring in larger, louder, aircraft. It does not matter if these are 'private' jets. This is NOT an airport for large aircraft and should not be allowed. The fact that you are trying to get this approved 'under the radar' of the public shows that you know this is not what the community would approve.

Please veto this approval.

Joseph and Deborah Darby

[REDACTED]
Camarillo, Ca 93010

[Sent from Yahoo Mail for iPad](#)

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Cloud 9
Date: Wednesday, November 20, 2019 7:43:17 AM

Dear Ms. Powers

I am NOT in favor of a Cloud 9 company coming into the Camarillo or Oxnard airports.

Please understand that your going the same way that Santa Monica did. Right now you see dollars signs in front of your eyes. However, once these large jets start coming into our airport and the jet noise increases your going to have major push back from the community, and just like Santa Monica they'll start calling for the closure of the airport.

Please don't make this huge mistake, Camarillo airport has already gone from the local friendly airport into this corporate jet pad that it was never meant to be.

[Michael J. Maloco](#)



From: [REDACTED]
To: [Powers, Erin](#)
Subject: New proposes hangars at Camarillo airport.
Date: Wednesday, November 20, 2019 7:10:09 AM

I am against proposed hangars being constructed at either Camarillo or Oxnard airports.
Chris Kingsley

Sent from my iPad

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Airport Hangar
Date: Wednesday, November 20, 2019 6:00:55 AM

Good morning Ms. Powers,

Please DO NOT allow this hangar to be built. It will ruin what we know as the lovely town of Camarillo.

Thank you,

Keith Parnell
[REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Subject: CloudNine at CMA
Date: Wednesday, November 20, 2019 5:18:07 AM

First , thanks for receiving comments.

As one who flies 2 CMA-based light airplanes, frequents the airport/businesses, and lives in the local community, I'm a stakeholder in CMA's future. As a current major US airline Captain (Delta Airlines), I thoroughly grasp the impact of much larger airplanes based at and operating out of CMA. I'm STRONGLY opposed to the CloudNine at Camarillo project (and the larger airplanes that would be CMA-based) for the following reasons:

- Legal. This proposal violates a 1976 governmental agreement. Potential increased tax revenue can't justify breaking this agreement.
- Safety. Originally built for operating relatively small-size, USAF fighter aircraft, and subsequently having its useable runway shortened, CMA isn't well suited for larger aircraft. Ramps, taxiways, and runways are well suited for the large, active population of private, training, historical, governmental, and commercial airplanes/helicopters currently at CMA. 737-sized commercial aircraft would be like a "bull in a china shop". These airplanes would dominate the airport and negatively impinge on safe operation for current airport users.
- Noise. For 737-size airplanes, CMA's runway is very short. This means not only full-power takeoffs, but full reverse-thrust landings. The noise footprint is considerable and far exceeds anything currently operating at CMA. The community will suffer.

Ken Davis
[REDACTED]

From: [REDACTED]
To: [Powers, Erin](#)
Cc: [REDACTED]
Subject: Biz Jets @ camarillo Airport
Date: Wednesday, November 20, 2019 12:31:58 AM

Dear Mrs. Powers, these are my comments regarding the purposed Business Jet complex at the Camarillo Airport.

I believe that when the U.S Government turned the airport over to the city of Camarillo and Ventura County, part of the agreement was that the first 4,000 feet of the then 10,000 foot runway would be marked as non usable. This was done to **eliminate** the possibility of the airport using large aircraft, therefore eliminating noise and pollution over, in and around the city of Camarillo.

Safety is another issue to consider since there have been several small aircraft go down either on approach or departure ends of the airport already. One can only imagine what would happen if one of these large aircraft would crash.

To build the purposed complex and allow these larger aircraft to bolster the numbers of already large aircraft using the airport is in direct violation of the agreement made with the citizens of Camarillo and Ventura County. I know that this will probably open the doors for larger and larger aircraft using the airport in the future, which the population will probably not be in agreement with since it is attempting to expand to areas that lie under the landing and departure path of the aircraft now. It would not be long until the hue and cry would emulate that of Santa Monica which is now resulting in closing their airport within the next 8 years.

Additionally, the airport is a very busy airport as it is, and this plan will only create more congestion in the area for those already flying in and out of Camarillo. The complaints of noise and low flying aircraft will only increase until efforts will be made to limit the use of the airport. As Santa Monica closes there will probably also be an influx of smaller privately owned aircraft relocating to Camarillo and as a result, increasing it's usage. This will also increase the need for smaller and medium hangars which are in short supply now for this type of aircraft. Maybe we should direct our efforts into building more of these types of hangars which will also bring more revenue into the airport.

I don't see how the Department of Airports can possibly manage this large addition when they can not or are not willing to resolve the ongoing issue that has now existed for several years between the current private hangar owners and the county regarding a fair and equitable lease agreement. If they cannot resolve this issue how can they handle a project as extensive and complicated as this would seem to be?

I also know that there will be all kinds of "good" reasons put forth to accept this project but none which doesn't violate the **intent** of those who signed the agreement mentioned above.

I also know that money talks and there is big money here and that my comments may well fall on deaf ears but approval of this plan may just initiate the downfall of the airport in future years.

Sincerely,
Norman L. Hall

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Jet Aircraft Hangars
Date: Tuesday, November 19, 2019 3:05:09 PM

Erin,

The first I have heard of the new Jet Hangars at the Camarillo Airport was yesterday in the Star. It appears you, and the powers that be, are trying to slip another controversial development project through the system without adequate notification to the community. What need are you trying to satisfy? It certainly isn't anything that will benefit the community. It is already very noisy from low flying aircraft, and a danger to the neighborhood. It is only a matter of time before an aircraft from the Airport crashes into one of our homes. I suppose it will help a few wealthy who find it inconvenient to drive to one of the other airports. Oh, and the airport will make money. I don't even see the need for an airport here, meanwhile a jet port. Oxnard airport is quite close.

By not giving adequate (which includes well published) notice you have set yourself up for some serious community problems and legal battles. It just might be the "straw that broke the camel's back"; the beginning of the end for the Camarillo Airport.

Please pass this on to the appropriate decision makers. I am interested in a rational response, though I don't expect it.

Thank you,
Ron Rieger

From: [REDACTED]
To: [Powers, Erin](#)
Subject: Cloud Nine proposal commets
Date: Tuesday, November 19, 2019 10:47:40 AM

I currently occupy a hanger in the F building hangers.
the proposal to build the Cloud Nine hanger and operate business Jets on the North east end of the airport wold be a detriment to the existing tenants of all hangers, and would create a very chaotic situation. In the past until now all the Business Jet operations have been conducted on the west end of the airport as to not interfere with the general aviation aircraft and.that is something that should continue. Keeping the Business Jet operations separate from general aviation should be a priority.

Steve Lourenco

From: [REDACTED]
To: [Powers, Erin](#)
Cc: [REDACTED]
Subject: Camarillo Luxury Hangar Project
Date: Tuesday, November 19, 2019 9:20:33 AM

Hello Erin,

After reading about this project in the Ventura Star 11/18/19, I was very dismayed for several reasons. My first concern was that the general population of Camarillo residents were not aware of this project and the accompanying approvals by the county and apparently the Camarillo City Council until a few days ago, and we were expected to make comment by the deadline which was two days later. In other words, the community affected by this project was again the last to know. This fact that this information was not distributed early on and the residents made aware is totally unacceptable.

In addition, Camarillo is already impacted by the Magu jets that cross directly overhead numerous times on a regular basis overpowering the community with significantly elevated noise levels. To invite more jets whether Magu or luxury jets is a severe hit to our quality of life. Isn't the quality of life and expectation that most Camarillo residents treasure and have protected. This is why most of us live here in the first place. To have decisions made that directly impact our quality of life decided by everyone and all powers that be EXCEPT the people who live here is an affront that deserves reconsideration.

I will also be directly my wrath to the City of Camarillo city counsel who has apparently abandoned their own residents in search of the ultimate - another buck! Camarillo seems to be becoming more patterned after Oxnard where they seem more easily persuaded to give up the quality things and places that make life better all for more money - until those things are given up.

Needless to say, there are other less invasive options open to the airport and this community to make more money. I am hopeful that you will extend this comment deadline and provide more public notification in regards to moving forward on this project. You owe it to our community.

Jill Rieger

From: [REDACTED]
To: [Powers, Erin](#)
Cc: [REDACTED]
Subject: Cloud Nine proposed development
Date: Monday, November 18, 2019 3:03:30 PM

Erin;

I am writing to express my concern regarding the proposed Cloud Nine project and the negative declaration that is being considered for it. I am the owner of a hangar in the F-block (hangar F-9, to be exact) at Camarillo airport. I am, unfortunately, not terribly familiar with the project and I am in a locale for several weeks where my Internet access is extremely limited so I cannot do any research, but I am writing this at this time because of the terribly limited and inadequate time you have allowed for public comment. So my objections are somewhat hypothetical – that is, if the project allows larger, noisier, more space demanding jets than the 10-15 seat jets currently accommodated, I see some real problems for the community and existing airport tenants.

First, let me be clear, that if the project meets the following criteria, I have no objection:

1. Limited to the same size aircraft currently serviced by the airport (e.g. up to 10-15 seat Gulfstream, Citation, Falcon, etc.)
2. No additional restriction on the ability of existing tenants to use the area north of the E, F, G, and H-block hangars for temporary parking during pre-flight, etc.
3. No significant reduction in the width of that same area so aircraft continue to have space to taxi around those parked temporarily in the so-called “abandoned” portion of the runway.

If these criteria are not met (and my understanding is that the proposed project does not intend to meet these criteria) there are significant issues that face existing hangar owners affecting the value of our investment and our ability to fully utilize our hangar and the space around it.

1. If larger Boeing-size jets are permitted there will be a substantial increase in the noise level and the level of exhaust fumes from the engines which are much larger than anything we currently see at the airport.
2. If these large jets require larger unimpeded taxiway clearance north of the existing hangars (i.e. the abandoned runway section”), it will significantly reduce the utility of that part of the airport to existing tenants.
3. Further, if it is deemed necessary to control traffic in this part of the airport, it will increase load on the existing air traffic control staff and further reduce utility for existing tenants; if traffic is not controlled with these much larger aircraft, there is an opportunity for two aircraft to meet head on in a location where they cannot safely pass each other.

I wish I were in a position to study the plan more closely and provide more specific and detailed comments, but, unfortunately the very short comment period and the fact that I am out of the country with very limited internet access precludes my ability to do so until early December, well after the comment deadline.

Please take this email as my formal objection to the project and its negative declaration as well as a formal request for an extension of time for comments.

Sincerely,
Peter Tompkins

From: [REDACTED]
To: [Powers, Erin](#)
Subject: boeing jets
Date: Monday, November 18, 2019 2:01:50 PM

dear erin,

i believe allowing
737 size aircraft to
be based at kcma would
alter the local character of
the airport. flight training
would be more difficult,
airport noise would
be so much greater. that
could alter the livability
of the city of camarillo,
itself.

thank you,

marc franklin,
kcma hanger "owner"

From: [REDACTED]
To: [Powers, Erin](#); [Turner, Kip](#)
Subject: FW: Cloud Nine
Date: Monday, November 18, 2019 10:38:22 AM

Below is the public comment for Cloud Nine project.

-----Original Message-----

From: Brian Kelley <[REDACTED]>
Sent: Monday, November 18, 2019 9:49 AM
To: Feldhans, John <[REDACTED]>
Subject: Cloud Nine

Hello,

I am a resident of Camarillo and I am not 100% in favor of this project.

Thanks,

Brian Kelley

Sent from my iPhone

CLOUDNINE AT CAMARILLO MITIGATION MONITORING AND REPORTING PROGRAM

CLOUDNINE AT CAMARILLO

Mitigation Monitoring and Reporting Program

The following mitigation, monitoring, and reporting program (MMRP) has been prepared pursuant to Section 15097 of the *California Environmental Quality Act* (CEQA). Section 15097 requires all State and local agencies establish monitoring or reporting programs for projects approved by a public agency whenever approval involves the adoption of either a mitigated Negative Declaration or specified environmental findings related to Environmental Impact Reports.

The following MMRP for the proposed CloudNine at Camarillo project describes the mitigation measures identified in the Initial Study, identifies responsible entities for implementing and monitoring the plan, and outlines the mitigation measure timeline. The MMRP is to be used by County of Ventura Department of Airport staff and mitigation monitoring personnel to ensure compliance with mitigation measures during project implementation. The MMRP will provide for monitoring activities prior to construction, during construction, and following project completion.

In addition, the project will be subject to existing and required permit conditions, including but not limited to, the County's National Pollutant Discharge Elimination System permit, and various County and City of Camarillo reviews and approvals as discussed within the Initial Study (Section B).

County Department of Airport staff will be responsible for the following:

- On-site, day-to-day monitoring of construction activities;
- Reviewing construction plans and equipment staging/access plans to ensure conformance with adopted mitigation measures;
- Ensuring contractor knowledge of and compliance with the MMRP;
- Obtaining assistance, as necessary, from technical experts in order to develop site-specific procedures for implementing the mitigation measures; and
- Maintaining a log of all significant interactions, violations of permit conditions or mitigation measures, and necessary corrective measures.

CLLOUDNINE AT CAMARILLO

Mitigation Monitoring and Reporting Program

Potential Impact	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
Air Quality (Construction Only):					
Construction emissions (NOx) could occur above VCAPCD thresholds if left unmitigated.	<ol style="list-style-type: none"> 1. All off-road construction equipment greater than 50 horsepower (hp) shall meet Tier 4 emission standards, where available, to reduce ROC and NOx emissions at the project site. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by the California Air Resources Board (CARB) to the maximum feasible extent. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. At the time of mobilization of each applicable unit of equipment, a copy of each unit's certified Tier specification, BACT documentation, and CARB or VCAPCD operating permit shall be provided. 2. The project shall comply with the provisions of the applicable VCAPCD Rules and Regulations, including but not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust) and Section 7.4.3 of the <i>Ventura County Air Quality Assessment Guidelines</i> (2003) to minimize fugitive dust, particulate matter, and the creation of ozone precursor emissions that may result during construction of the Proposed Project as follows: 	County DOA	VCAPCD	During construction	

CLOUDNINE AT CAMARILLO

Mitigation Monitoring and Reporting Program

Potential Impact	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/Date Completed
Air Quality (Construction Only) (Continued)					
Construction emissions (NOx) could occur above VCAPCD thresholds if left unmitigated.	<ul style="list-style-type: none"> The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust; Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water should penetrate sufficiently to minimize fugitive dust during grading activities; All trucks shall cover their loads as required by California Vehicle Code §23114; Fugitive dust throughout the construction site shall be controlled using a watering truck or equivalent means (except during and immediately after rainfall). Water shall be applied to all unpaved roads, unpaved parking areas or staging areas, and active portions of the construction site. Environmentally safe dust control agents may be used in lieu of watering; Signs shall be posted on-site limiting traffic to 15 miles per hour or less; 				

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Mitigation Monitoring and Reporting Program

Potential Impact	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
Air Quality (Construction Only) (Continued):					
Construction emissions (NOx) could occur above VCAPCD thresholds if left unmitigated.	<ul style="list-style-type: none"> All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties). During periods of high winds, all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site; Construction equipment shall not have visible emissions, except when under load; Construction equipment shall not idle for more than five (5) consecutive minutes. The idling limit does not apply to: (1) idling when queuing; (2) idling to verify that the vehicle is in safe operating condition; (3) idling for testing, servicing, repairing or diagnostic purposes; (4) idling necessary to accomplish work for which the vehicle was designed (such as operating a crane); (5) idling required to bring the machine system to operating temperature; and (6) idling necessary to ensure safe operation of the vehicle; and Signs displaying the VCAPCD Complaint Line Telephone number for public complaints shall be posted in a prominent location visible to the public off the site: (805) 645-1400 during business hours and (805) 654-2797 after hours. 				

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Mitigation Monitoring and Reporting Program

Potential Impact	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
Biological Resources (Project-Specific & Cumulative):					
Direct construction-related impacts to nesting birds could occur.	<p>1. Prior to grading and/or construction activities, and during mobilization, all personnel associated with the project shall attend a worker education training program, conducted by a qualified biologist, to avoid or reduce impacts on sensitive biological resources, including nesting birds.</p> <p>2. A habitat assessment (and potential breeding and/or non-breeding season surveys) for burrowing owl is recommended per the <i>Staff Report on Burrowing Owl Mitigation</i> (CDFW 2012), including the following:</p> <p>a. <u>Habitat Assessment Survey</u>: a qualified biologist shall conduct a site visit of entire project area and surrounding vicinity within approximately 500 feet to identify suitable habitat (i.e., burrows) and sign of burrowing owl presence or use, and to determine the need for subsequent occupancy surveys. It is recommended that the habitat assessment survey be conducted approximately one year prior to construction to allow sufficient time to complete occupancy surveys, if required.</p>	County DOA	Airport staff	Prior to ground disturbance.	
	<p>b. <u>Occupancy Surveys</u>: If suitable habitat/burrows or signs of use are identified, a qualified biologist shall conduct occupancy surveys (described below) to determine presence of burrowing owls in the project area and surrounding vicinity and to establish suitable avoidance or mitigation recommendations (e.g., avoidance buffers, passive relocation if approved by CDFW). The habitat assessment survey may be counted as one of the occupancy surveys.</p>				

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Mitigation Monitoring and Reporting Program

Potential Impact	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
Biological Resources (Project-Specific & Cumulative) (Continued):					
Direct construction-related impacts to nesting birds could occur.	<p>i. Breeding season surveys: If suitable habitat is identified, a qualified biologist shall conduct four (4) survey visits. At least one site visit shall be conducted between February 15 and April 15. A minimum of three additional survey visits, at least three weeks apart, shall be conducted between April 15 and July 15, with at least one visit after June 15.</p> <p>ii. Non-breeding season surveys: If suitable habitat is identified, a qualified biologist shall conduct four (4) occupancy surveys spread evenly throughout the non-breeding season (September 1- January 31).</p>				
	<p>3. To the maximum extent possible, site preparation, ground-disturbing, and construction activities shall be conducted outside of the avian nesting season (February 1-August 31). If such activities are required during this period, a qualified biologist shall conduct preconstruction nesting bird surveys to verify that migratory birds (including burrowing owl) are not actively nesting within the site or within areas that could be impacted by construction activities (typically 50 feet for passerines or 250 feet for raptors). If nesting activity is detected, the following measures shall be implemented:</p> <p>a. The project shall be modified as necessary to avoid direct take of identified nests, eggs, and/or young protected under the MBTA; and/or,</p>				

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Mitigation Monitoring and Reporting Program

Potential Impact	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
Biological Resources (Project-Specific & Cumulative) (Continued):					
Direct construction-related impacts to nesting birds could occur.	b. The biologist shall establish an avoidance buffer around active nest sites (up to 500 feet, to be designated and adjusted by the biological monitor). Construction activities within the established buffer zone shall be prohibited until the young have fledged the nest and achieved independence.				
Indirect construction-related impacts to nearby drainages could occur.	All refueling, maintenance, and staging of equipment and vehicles shall occur at least 100 feet from drainage features, and not in a location from where a spill would drain directly toward drainage features. If staging of equipment is required within 100 feet of a drainage feature, appropriate BMPs (e.g., straw wattles, silt fencing) shall be installed between the stage equipment and the drainage and maintained until construction is complete and staging areas are restored. Appropriate spill prevention and cleanup kits shall be readily available on site and any accidental spills shall be promptly cleaned up.	County DOA	Airport staff	During construction activity	
Liquefaction, Expansive Soils, & Subsidence Hazards (Project-Specific):					
The project site is located within an area that has a potential for liquefaction and expansive soils and/or subsidence hazards.	<p>The following geotechnical recommendations shall be incorporated into the Proposed Project:</p> <ul style="list-style-type: none"> The upper site soils shall be excavated and recompact to provide a relatively uniform blanket of newly placed compacted fill for support of the proposed structures. Expansion index tests shall be performed on the finished pads at the completion of grading, to confirm the expansion index of the blended, recompact upper site soils. 	County DOA	County PWA	Prior to site design approval	

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Mitigation Monitoring and Reporting Program

Potential Impact	Description	Implementing Entity	Monitoring Entity	Implementation Schedule	Date Initiated/ Date Completed
Transportation & Circulation (Cumulative Level of Service):					
Project-related trips may exceed cumulative LOS significance thresholds.	In keeping with County policy, the airport will be required to pay cumulative TIMFs prior to the receipt of building permits. These fees are established based on building square footage or on anticipated project ADT (Ventura County One-Stop Permitting website).	County PWA	County PWA	Prior to building permit approval	

VCAPCD = Ventura County Air Pollution Control District

CARB = California Air Resources Board

CFDW = California Department of Fish and Wildlife

DOA = Department of Airports

MBTA = *Migratory Bird Treaty Act*

BMPs = best management practices

PWA = Public Works Agency

LOS = level of service

TIMFs = traffic impact mitigation fees

ADT = average daily traffic



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