CAMARILLO AIRPORT

VENTURA COUNTY, CALIFORNIA

DRAFT

MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

FOR CLOUDNINE AT CAMARILLO

DRAFT
MITIGATED NEGATIVE DECLARATION

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, a 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: The public review period is from October 21, 2019 through November 20, 2019. The Initial Study and Mitigated Negative Declaration are available for review on the Department of Airports' website on-line at https://www.ventura.org/camarillo-projects/ or 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: The public is encouraged to submit written comments 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

Judi Krauss, Environmental Planner

Reviewed for Release to Public:

Erin Powers, Projects Administrator

Recommended for Lead Agency Approval:

Kip Turner, 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

COUNTY OF VENTURA

OXR CMA

DEPARTMENT OF AIRPORTS

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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
CH_4 – methane
CMU – concrete masonry unit
CNEL – Community Noise Equivalent Level
CO_2 – carbon dioxide
CO_2e – 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*
NOx – oxides of nitrogen
NPDES – National Pollutant Discharge Elimination System
N_20 – 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

COUNTY OF VENTURA
OXR CMA
DEPARTMENT OF AIRPORTS

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).

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 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.

[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.

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

Maricopa
Frazier Park
Acton
Santa Barbara
Ojai
Carpinteria
Oak View
Fillmore
Piru
Camarillo Airport
Ventura
Moorpark
Simi Valley
San Fernando
Camarillo
Burbank
Thousand Oaks
Oxnard
Port Hueneme
Agoura
Glendale
Beverly Hills
City of Los Angeles
Santa Monica
Inglewood
Manhattan Beach
Carson
Redondo Beach

Central Ave.
Earl Joseph Ave.
Ponderosa Dr.
Camarillo Airport
Springville Dr.
Ventura Fwy
Carmen Dr.
Del Norte Blvd.
Project Location
W Pleasant Valley Rd.
Wood Rd.
N Las Posas Rd.

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

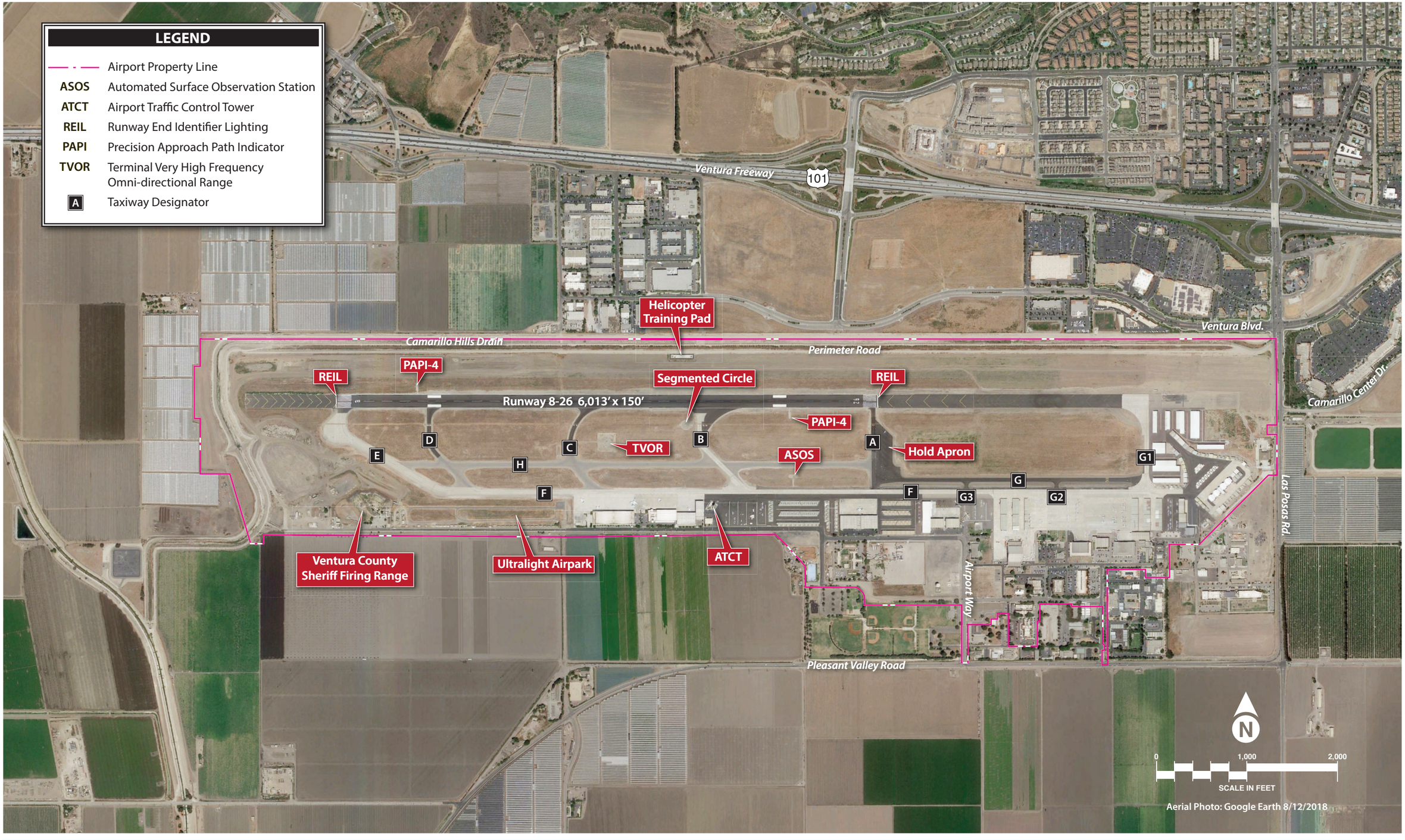
The Proposed Project is the development of approximately seven acres of open land on the northeast quadrant of the airport with four private commercial hangars and offices under a leasehold from the airport. The Proposed Project includes the following elements (**Exhibit A3**):

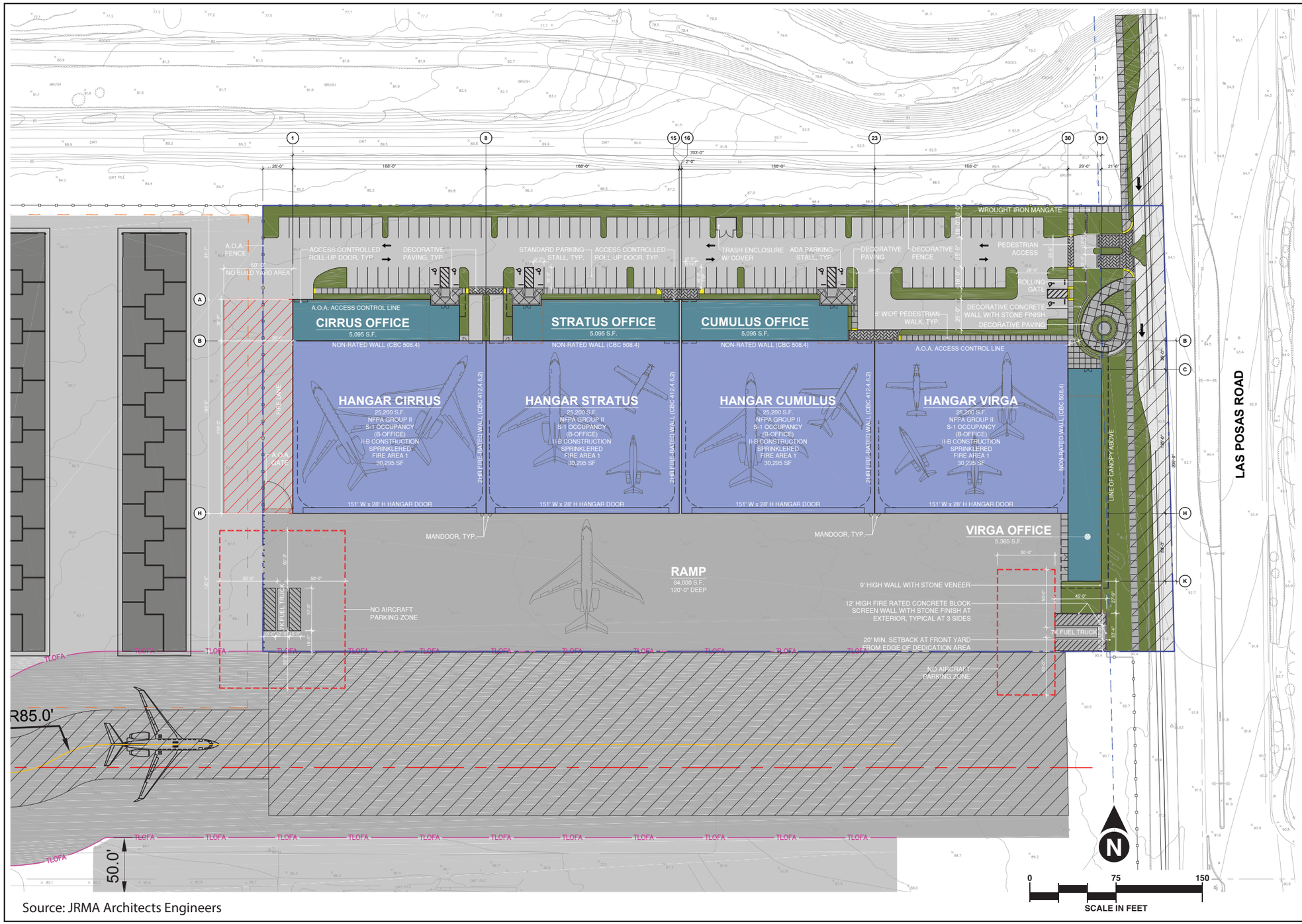
- Four proposed hangar structures, each 168 feet wide by 150 feet deep by 44 feet high, would be constructed. These adjoining structures would provide a total overall length of approximately 672 feet by 150 feet. Each hangar would include 25,200 sf of hangar space. Single-story office space ranging from 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 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.

[2] The 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).


LEGEND
Airport Property Line
ASOS Automated Surface Observation Station
ATCT Airport Traffic Control Tower
REIL Runway End Identifier Lighting
PAPI Precision Approach Path Indicator
TVOR Terminal Very High Frequency Omni-directional Range
A Taxiway Designator
Ventura Freeway
101
Helicopter Training Pad
Ventura Blvd.
Camarillo Hills Drain
Perimeter Road
PAPI-4
REIL
Segmented Circle
REIL
Runway 8-26 6,013' x 150'
PAPI-4
Camarillo Center Dr.
D
C
TVOR
B
A
Hold Apron
E
H
ASOS
G1
G
F
F
G3
G2
Las Posas Rd.
Ventura County Sheriff Firing Range
Ultralight Airpark
ATCT
Airport Way
Pleasant Valley Road
N
0
1,000
2,000
SCALE IN FEET
Aerial Photo: Google Earth 8/12/2018



Source: JRMA Architects Engineers

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
AIRPORT HANGAR: GROUP S-1
OFFICE: GROUP B
CONSTRUCTION TYPE: IIB
FULLY SPRINKLERED

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

PROJECT ADDRESS

CAMARILLO AIRPORT
LAS POSAS DR., CAMARILLO, CA 93010

JURISDICTION

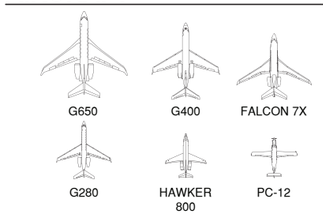
CITY OF CAMARILLO/COUNTY OF VENTURA

LEGEND

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

AIRCRAFT

N.T.S.



- 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

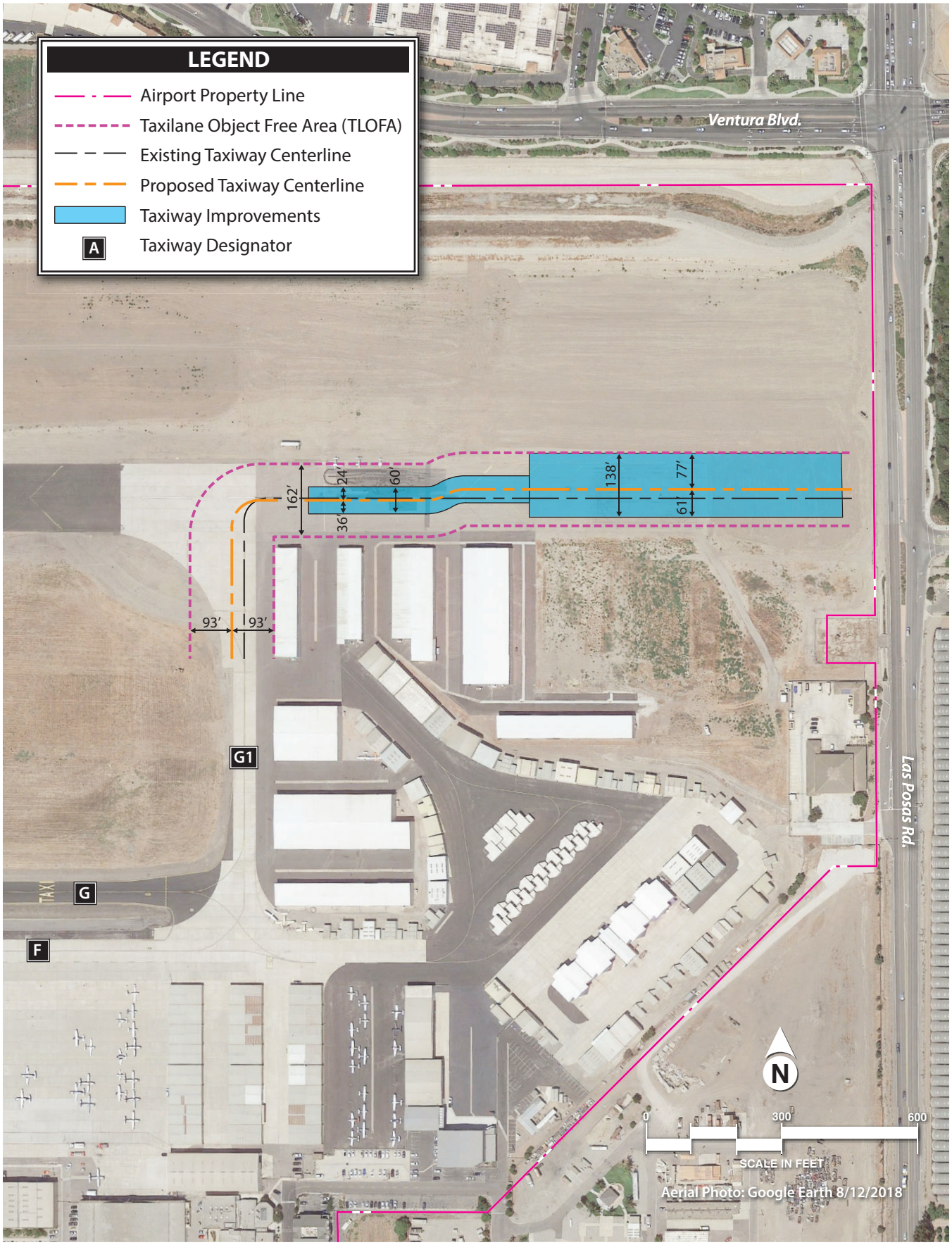
Although the project site is primarily flat, it would require grading for site construction and drainage. Based on a preliminary geotechnical report, soil conditions would require the removal and re-compaction of the upper site soils for support of the proposed structures and apron (Advanced Geotechnical 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 removed and replaced with new pavement for an upgrade of the existing taxilane 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.

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)..


LEGEND
Airport Property Line
Taxilane Object Free Area (TLOFA)
Existing Taxiway Centerline
Proposed Taxiway Centerline
Taxiway Improvements
A
Taxiway Designator
Ventura Blvd.
Las Posas Rd.
162'
24'
60'
36'
138'
77'
61'
93'
93'
G1
G
F
TAXI
N
0
300
600
SCALE IN FEET
Aerial Photo: Google Earth 8/12/2018

Street View Looking Southwest

Street View Looking Northwest

Source: JRMA Architects Engineers

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 on Las Posas Road. 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.

COUNTY OF VENTURA
OXR CMA
DEPARTMENT OF AIRPORTS

Section B

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 CloudNine 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).

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 (NOx).

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. NOx 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; NOx = 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; NOx = 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 NOx 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. CAS00001).

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, Llajas, 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 resources 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.

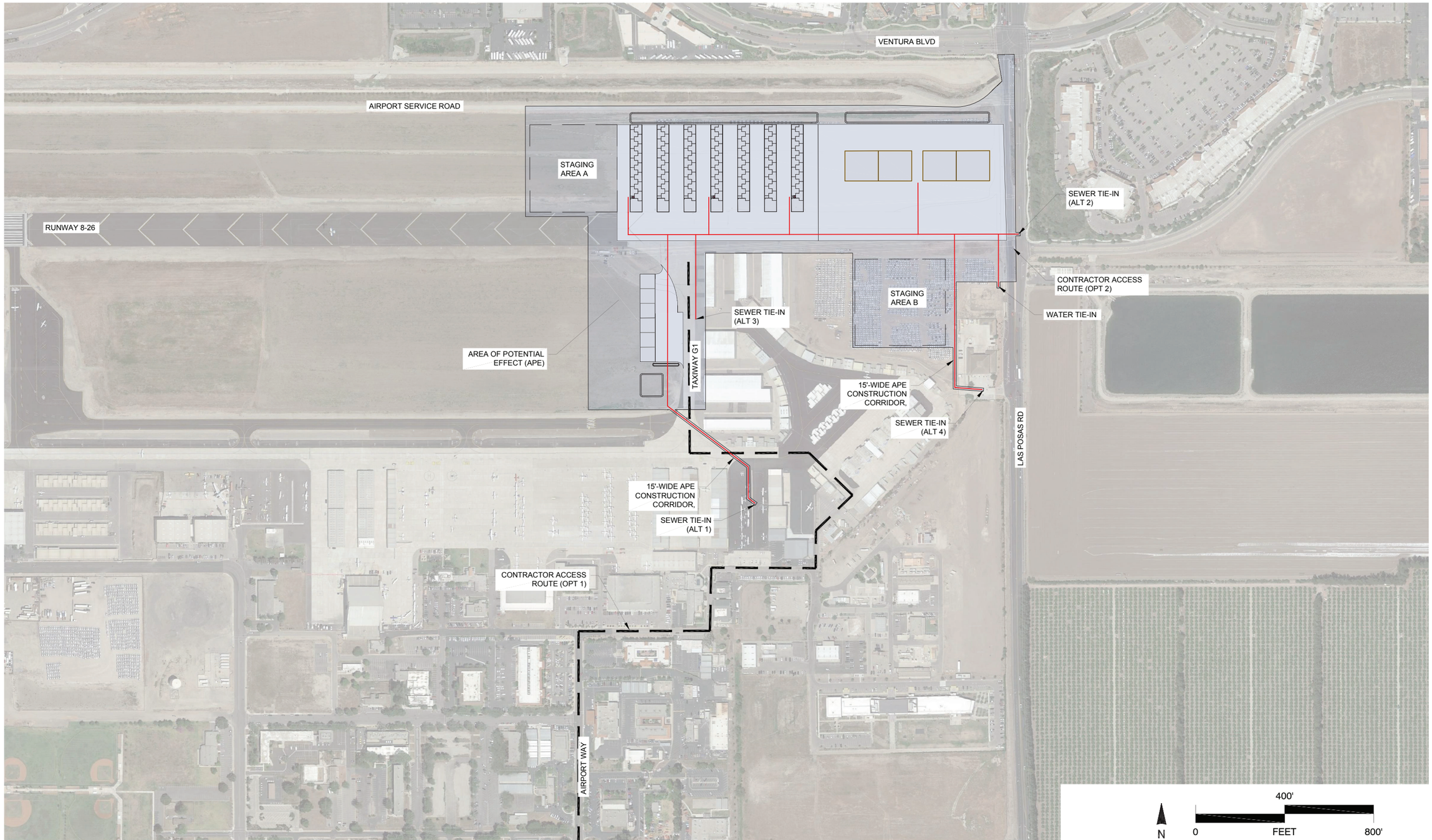
The resultant cultural resources survey report is on file with the County Department of Airports and the South-Central Coast Information Center at California State University, Fullerton (SWCA 2015). The report recommends a finding of "no historic properties affected" (under Section 106 of the *National 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.

Exhibit B1
CAMARILLO AIRPORT NORTHEAST HANGAR DEVELOPMENT - AREA OF POTENTIAL EFFECT (APE)

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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 recompacted 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, recompacted 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 recompacted 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.

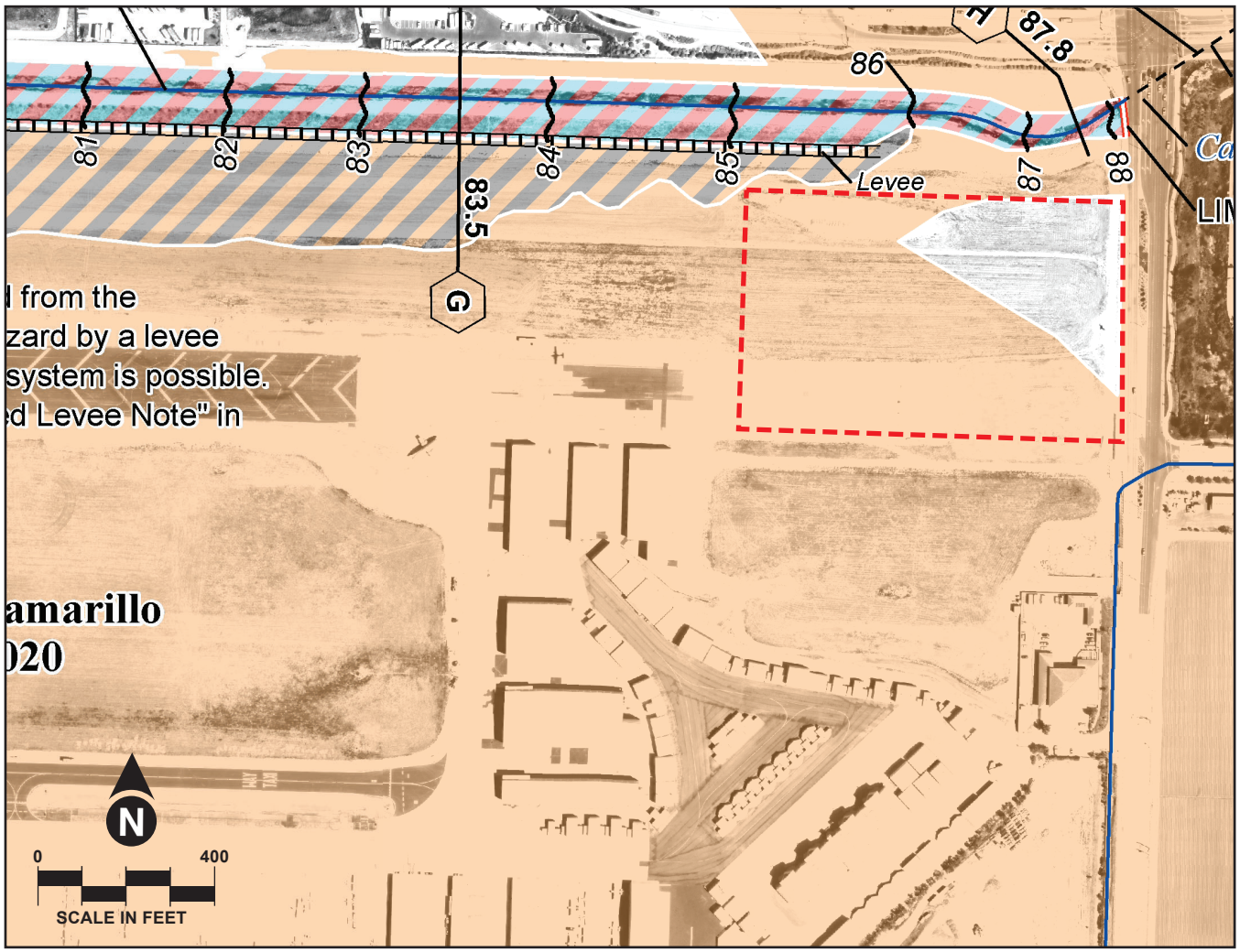
If the proposed development, in part or in whole, is located within the boundaries of a Special Flood Hazard Area but is located outside of the boundaries of the Regulatory Floodway, a determination of Less than Significant project-specific and cumulative impact (LS) will be made.

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
- Regulatory 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
- Area with Reduced Flood Risk due to Levee
- NO SCREEN — Areas Determined to be Outside the 0.2% Annual Chance Floodplain
- Channel, Culvert or Storm Sewer
- Accredited or Provisionally Accredited Levee, Dike or Floodway
- E 18.2 — Cross Sections with 1% Annual Chance
- Hydrographic Feature
- 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 Layout 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.

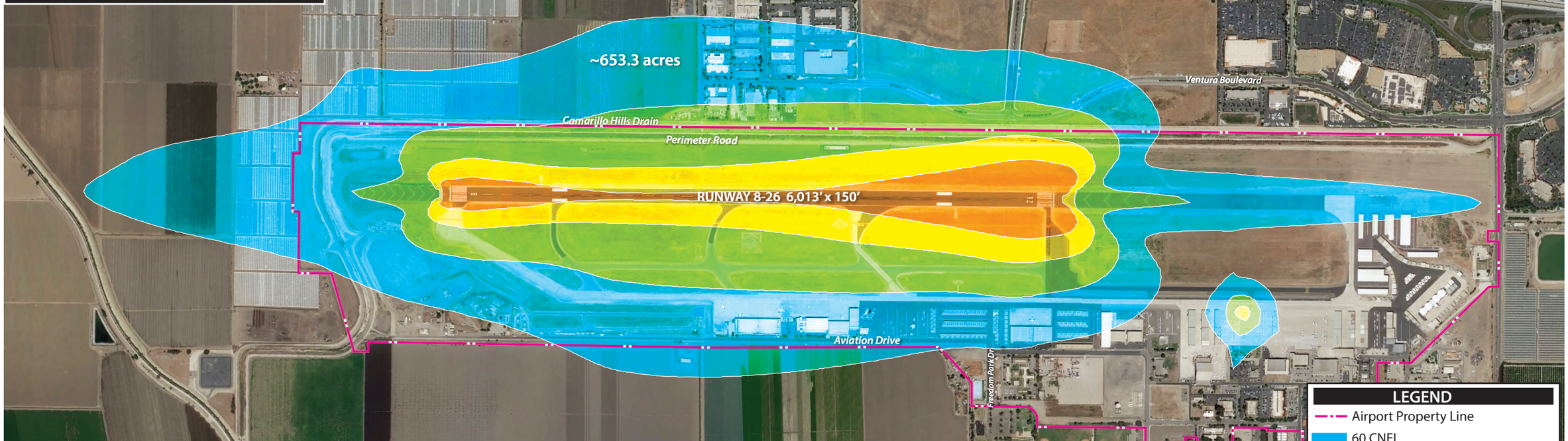
Noise exposure contours were prepared for the airport within and without operations associated with the Proposed Project. The CloudNine development is anticipated to increase annual operations at the airport by 3,850 (from 144,592 to 148,442). These operations will be conducted with turboprop and business 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.

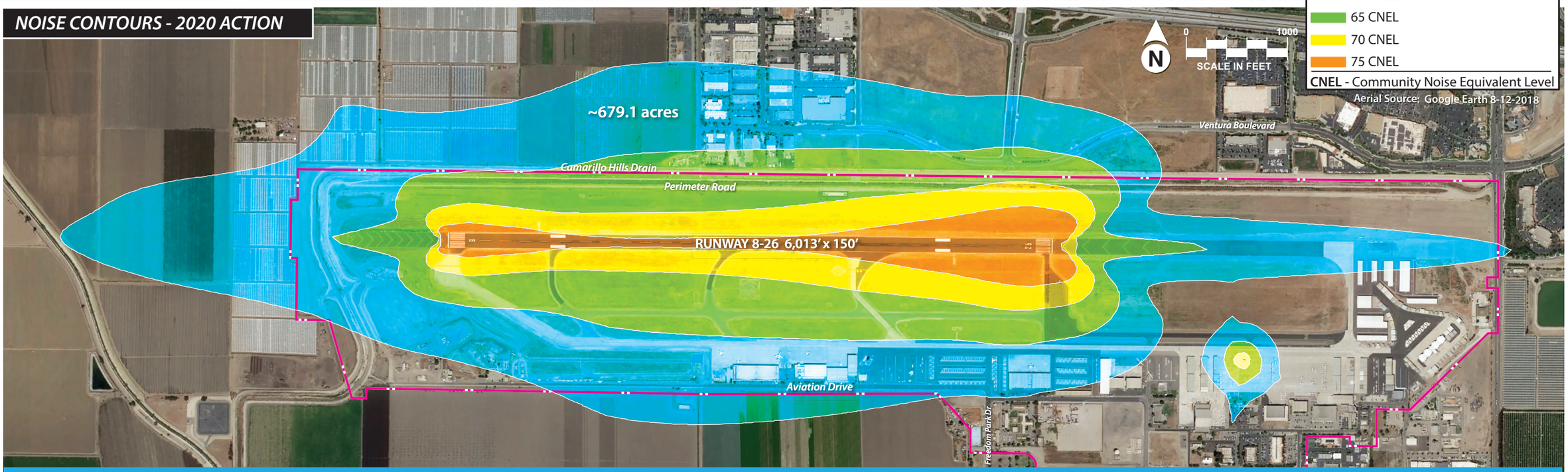
The Proposed Project will also generate noise related to aircraft taxiing from the airfield system to the hangars, as well as vehicular noise from private vehicles and airport fuel trucks. Aircraft run-ups will continue to occur in existing airport locations.

[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 (CO_2e).[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_2O	CO_2e [1]
Metric Tons per Year	430.15	0.08	<0.001	432.17

Source: Coffman Associates analysis (**Appendix B**)
CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent
[1] Total CO_2e 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 $MTCO_2e$per year.

TABLE B4
Project Operational Greenhouse Gas Emissions – Metric Tons per Year (MT/Yr)

Pollutant	CO_2	CH_4	N_2O	CO_2e [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**)
CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide; CO_2e = carbon dioxide equivalent
[1] AEDT does not include emissions factors for CH_4 or N_2O.
[2] Total CO_2e 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 (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as "carbon dioxide equivalent" (CO_2e) 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	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: • 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.	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: **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	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: • 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.	A potentially significant adverse cumulative traffic impact is assumed to occur at any intersection if any one of the following results from the project: • 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

			AM Peak Hour			PM Peak Hour		
Land Use	Size	ADT	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

			Existing		Existing + Project		
Intersection	City/County Jurisdiction	Control Type	V/C	LOS	V/C	LOS	Impact
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

			Existing		Existing + Project		
Intersection	City/County Jurisdiction	Control Type	V/C	LOS	V/C	LOS	Impact
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

			Cumulative		Cumulative + Project		
Intersection	City/County Jurisdiction	Control Type	V/C	LOS	V/C	LOS	Impact
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

			Cumulative		Cumulative + Project		
Intersection	City/County Jurisdiction	Control Type	V/C	LOS	V/C	LOS	Impact
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.

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.

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.

(Continued)

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 sewer in Las Posas Road. No improvements to the City'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.

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 taxilane 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.

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Section C

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 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 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. <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.

   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.

      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 recompacted 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, recompacted 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.

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Section D

DETERMINATION OF ENVIRONMENTAL DOCUMENTATION

SECTION D
Determination of Environmental Documentation

On the basis of this initial evaluation:

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

_____ _____

Signature of Person Responsible for Administering the Project

Date

COUNTY OF VENTURA
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DEPARTMENT OF AIRPORTS

Section E

REFERENCES AND DOCUMENT PREPARERS

SECTION E
References and Document Preparers

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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
Coffman Associates		
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 *National Environmental Policy Act* and the (*California Environmental Quality Act*).
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.

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Appendix A

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.	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. 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 *Staff Report on Burrowing Owl Mitigation* (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.	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)*:					
	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).				

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)*:					
	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.				

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 *City of Camarillo Guidelines for the Preparation of Geotechnical and Geological Studies* (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

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Appendix B

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 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 (NO_2), sulphur dioxide (SO_2), ozone (O_3), particulate matter (PM_{10} 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 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 CO_2 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, CO_2 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 CH_4 and N_2O, water vapor (H_2O), soot, and sulfates - but are emitted by airports to a far lesser extent than CO_2. Emissions of HFCs (hydrofluorocarbons), PFCs (perfluorinated chemicals), and SF_6 (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

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/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

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

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

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	6,103.2882	6,103.2882	1.2238	0.0000	6,133.8819
Maximum	**4.1422**	**42.4568**	**22.0110**	**0.0593**	**18.2141**	**2.1985**	**20.4126**	**9.9699**	**2.0226**	**11.9925**	**0.0000**	**6,103.2882**	**6,103.2882**	**1.2238**	**0.0000**	**6,133.8819**

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	6,103.2882	6,103.2882	1.2238	0.0000	6,133.8819
Maximum	**1.2503**	**11.7427**	**22.5538**	**0.0593**	**18.2141**	**0.1641**	**18.2773**	**9.9699**	**0.1621**	**10.0329**	**0.0000**	**6,103.2882**	**6,103.2882**	**1.2238**	**0.0000**	**6,133.8819**

	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**	**N20**	**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**

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		2,169.4094	2,169.4094	0.0894		2,171.6432
Total	**4.1800**	**2.1976**	**6.4903**	**0.0225**	**1.9077**	**0.0307**	**1.9384**	**0.5095**	**0.0295**	**0.5390**		**2,373.0654**	**2,373.0654**	**0.0934**	**3.7300e-003**	**2,376.5135**

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		2,169.4094	2,169.4094	0.0894		2,171.6432
Total	**4.1800**	**2.1976**	**6.4903**	**0.0225**	**1.9077**	**0.0307**	**1.9384**	**0.5095**	**0.0295**	**0.5390**		**2,373.0654**	**2,373.0654**	**0.0934**	**3.7300e-003**	**2,376.5135**

	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	N20	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

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

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**

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**

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		2,872.4851	2,872.4851	0.9290		2,895.7106
Total	**2.4288**	**26.3859**	**16.0530**	**0.0297**	**6.2342**	**1.2734**	**7.5076**	**3.3331**	**1.1716**	**4.5047**		**2,872.4851**	**2,872.4851**	**0.9290**		**2,895.7106**

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		3,111.7307	3,111.7307	0.2916		3,119.0194
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**		**3,230.8031**	**3,230.8031**	**0.2947**		**3,238.1712**

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	2,872.4851	2,872.4851	0.9290		2,895.7106
Total	**0.3632**	**1.5737**	**17.7527**	**0.0297**	**6.2342**	**0.0484**	**6.2826**	**3.3331**	**0.0484**	**3.3816**	**0.0000**	**2,872.4851**	**2,872.4851**	**0.9290**		**2,895.7106**

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		3,111.7307	3,111.7307	0.2916		3,119.0194
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**		**3,230.8031**	**3,230.8031**	**0.2947**		**3,238.1712**

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		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

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		1,386.9924	1,386.9924	0.1099		1,389.7405
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**		**2,379.2621**	**2,379.2621**	**0.1364**		**2,382.6723**

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	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**0.6261**	**2.8021**	**17.7304**	**0.0269**		**0.1248**	**0.1248**		**0.1248**	**0.1248**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

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		1,386.9924	1,386.9924	0.1099		1,389.7405
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**		**2,379.2621**	**2,379.2621**	**0.1364**		**2,382.6723**

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		2,207.7334	2,207.7334	0.7140		2,225.5841
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**		**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

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**

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	2,207.7334	2,207.7334	0.7140		2,225.5841
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**	**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

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

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		2,169.4094	2,169.4094	0.0894		2,171.6432
Unmitigated	0.5496	2.0277	6.3166	0.0214	1.9077	0.0177	1.9254	0.5095	0.0165	0.5260		2,169.4094	2,169.4094	0.0894		2,171.6432

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	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

	Miles			Trip %			Trip Purpose %		
Land Use	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

	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**

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

	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**

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

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
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
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tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
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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

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

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**	**N20**	**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**

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**

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	N20	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

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

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**

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**

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**

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**

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**

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**

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**

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

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

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	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

	Miles			Trip %			Trip Purpose %		
Land Use	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

	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**

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**

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**

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

	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**

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

	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**

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

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**

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

COUNTY OF VENTURA
OXR CMA
DEPARTMENT OF AIRPORTS

Appendix C

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.

NOT FOR CONSULTATION

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 Fisheries[2]).

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.

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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:

NOT FOR CONSULTATION

Birds

NAME	STATUS
Coastal California Gnatcatcher *Polioptila californica californica* 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 *Vireo bellii pusillus* 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 *Brachyramphus marmoratus* 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 *Empidonax traillii extimus* 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 *Rana draytonii* 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 *Streptocephalus woottoni* 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 *Branchinecta lynchi* There is **final** critical habitat for this species. Your location is outside the critical habitat. https://ecos.fws.gov/ecp/species/498	Threatened

NOT FOR CONSULTATION

Flowering Plants

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

NOT FOR CONSULTATION

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 Act[2].

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.

NOT FOR CONSULTATION

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

Burrowing Owl Athene cunicularia — Breeds Mar 15 to Aug 31
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/9737

Common Yellowthroat Geothlypis trichas sinuosa — Breeds May 20 to Jul 31
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/2084

Lawrence's Goldfinch Carduelis lawrencei — Breeds Mar 20 to Sep 20
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9464

Long-billed Curlew Numenius americanus — 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/5511

Marbled Godwit Limosa fedoa — 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/9481

Mountain Plover Charadrius montanus — 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/3638

Nuttall's Woodpecker Picoides nuttallii — Breeds Apr 1 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/9410

Oak Titmouse Baeolophus inornatus — Breeds Mar 15 to Jul 15
This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.
https://ecos.fws.gov/ecp/species/9656

Rufous Hummingbird selasphorus rufus — 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/8002

NOT FOR CONSULTATION

Short-billed Dowitcher *Limnodromus griseus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9480	Breeds elsewhere
Song Sparrow *Melospiza melodia* This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA	Breeds Feb 20 to Sep 5
Spotted Towhee *Pipilo maculatus clementae* 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	Breeds Apr 15 to Jul 20
Tricolored Blackbird *Agelaius tricolor* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/3910	Breeds Mar 15 to Aug 10
Whimbrel *Numenius phaeopus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/9483	Breeds elsewhere
Willet *Tringa semipalmata* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds elsewhere
Wrentit *Chamaea fasciata* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds Mar 15 to Aug 10

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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.

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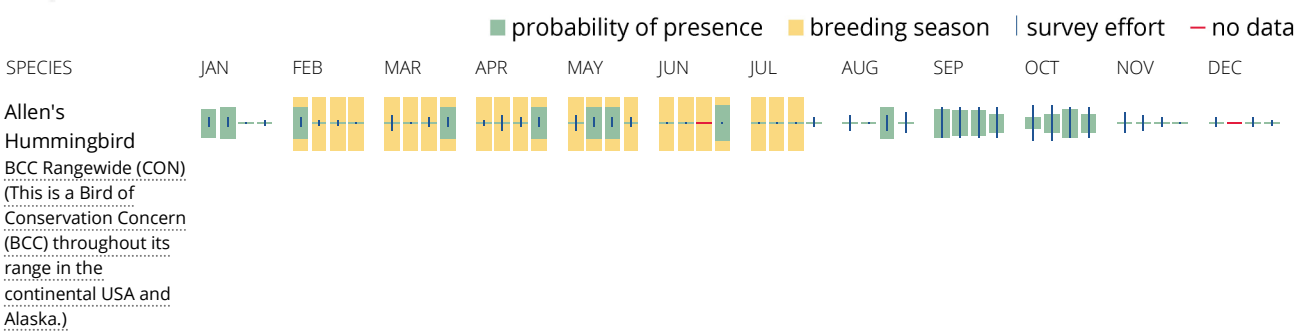

Bald Eagle
Non-BCC Vulnerable (This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities.)

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

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

Lawrence's Goldfinch
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

Long-billed Curlew
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

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

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

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Nuttall's Woodpecker
BCC - BCR (This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA)

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

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

Short-billed Dowitcher
BCC Rangewide (CON) (This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

SPECIES JAN FEB MAR APR MAY JUN JUL AUG SEP OCT NOV DEC

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

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

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

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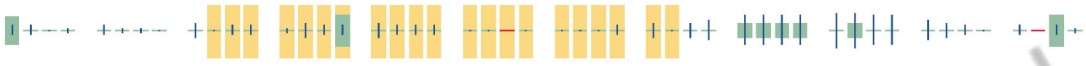
Whimbrel
BCC Rangewide (CON)
(This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.)

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

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



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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 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.

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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.

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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 tuberficid 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.

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