# Notice of Determination

TO:
County of Ventura
County Clerk Division
Address: 800 S. Victoria Ave., Ventura, CA 93009-1210

FILED
DATE: SEP 28 2016
MARK A. LUNN
Ventura County Clerk and Recorder
By: LAURA BROWN, Deputy

FROM:
County of Ventura
Department of Airports
Address: 555 Airport Way, #B Camarillo, CA 93010
Contact: Erin Powers
Phone: (805) 388-4205

*SUBJECT:* ***Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.***

State Clearinghouse Number (if submitted to State Clearinghouse): 2016061051

Project Title: Camarillo Airport Northeast Hangar Development

Project Location (include county): 555 Airport Way, Camarillo, CA 93010, in Ventura County.

Project Description: The proposed project involves the development of up to 105 nested T-hangars and 13 executive box hangars to be constructed by the County in phases on open land in the northeast quadrant of the Camarillo Airport. Site access for the County-owned hangar area will occur via established on-airport roads through airport security gates. Related improvements include taxilane construction and utility and drainage infrastructure. Space is also reserved for two (2) approximate 50,000 square foot or four (4) approximate 25,000 square foot commercial hangars to be developed by a private entity in the future. The actual building dimensions and locations may vary depending on the future developer's plan for the allowable lease area. These facilities will be subject to their own separate environmental review process.

This is to advise that the Ventura County Board of Supervisors has approved the above described (☒ Lead Agency or ☐ Responsible Agency) project on September 27, 2016 and has made the following determinations regarding the above described project:

1. The project [☐ will ☒ will not] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
   ☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [☒were ☐ were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [☒ was ☐ was not ] adopted for this project.
5. A statement of Overriding Considerations [☐ was ☒ was not] adopted for this project.
6. Findings [☒ were ☐ were not ] made pursuant to the provisions of CEQA.

This is to certify that the Negative Declaration is available to the General Public at:

555 Airport Way, Ste. B Camarillo, CA 93010 or online at www.ventura.org/airports

Signature (Public Agency) Title: Director of Airports

Date: September 27, 2016

Date Received for filing at OPR: _____

POSTED
SEP 28 2016 - ___/___/___
MARK A. LUNN
Ventura County Clerk and Recorder
By: _____, Deputy

Authority cited: Sections 21083, Public Resources Code.

Reference Section 21000-21174, Public Resources Code.

CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE

# 2016 ENVIRONMENTAL FILING FEE CASH RECEIPT

Complete the information and submit with each set of documents presented for filing. Please provide an original set and (3) three sets of copies for filing.

20160928-10018639-0 1/1
Ventura County Clerk and Recorder
MARK A. LUNN
09/28/2016 09:12:11 AM
1114775 $2260.25 BR

Project Title: Camarillo Airport Northeast Hangar Development

Name of Agency filing attached document: County of Ventura Department of Airports

The above named agency is filing as: ☑ Lead Agency ☐ Responsible Agency ☐ Trustee Agency

Address of Filing Agency: 555 Airport Way, Ste. B, Camarillo, CA 93010

Document Type (check one): ☐ Environmental Impact Report ☐ Negative Declaration ☑ Mitigated Neg. Declaration ☐ Exemption

Project Applicant: County of Ventura Department of Airports

Project Applicant Address: 555 Airport Way, Ste. B, Camarillo, CA 93010

Project Applicant Phone Number: 805-388-4205

Project Applicant is (check one): ☑ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

If the agency presenting this document is filing as the responsible agency, **provide a copy** of the Lead Agency's filed documents and complete the following:

Lead Agency: _____

Lead Agency's Project Title: _____

Lead Agency's State Receipt #: _____

Lead Agency's Document #: _____

Check Applicable Fees (check all that apply):

- ☑ Negative Declaration ($2,210.25)
- ☐ Environmental Impact Report ($3,070.00)
- ☑ County Administrative Fee ($50.00)
- ☐ Categorically Exempt
- ☐ Statutorily Exempt
- ☐ No Effect Determination Form
- ☐ Filed by responsible agency; fees paid by lead agency (Attach a copy of Lead Agency's filing & receipt).
- ☐ Fees have already been paid (Attach a copy of the prior filing and proof of payment).

Prepared by: Erin Powers (Print Name) Projects Administrator (Print Title)

**Signature:** Erin Powers 9/28/16 (Date) 805-388-4205 (Phone #)

**DO NOT WRITE BELOW THIS LINE**

**The following will be completed by the Ventura County Clerk's Office.**

Signature of person receiving payment: LAURA BROWN, Deputy County Clerk, Total Received: $ 2260.25

Posted: SEP 28 2016 through _____

(FWtrnsmtl 2016)

# CAMARILLO AIRPORT

VENTURA COUNTY, CALIFORNIA

FINAL

## MITIGATED NEGATIVE DECLARATION AND INITIAL STUDY

FOR THE PROPOSED NORTHEAST HANGAR DEVELOPMENT

*CAMARILLO AIRPORT*
*Ventura County, California*

# INITIAL STUDY
# FOR THE
# PROPOSED NORTHEAST HANGAR DEVELOPMENT

**Prepared for:**
**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**

**August 2016**

COUNTY OF VENTURA
OXR CMA
DEPARTMENT OF AIRPORTS

555 AIRPORT WAY, SUITE B
CAMARILLO, CA 93010
PHONE: (805) 388-4274
FAX: (805) 388-4366
WWW.VENTURA.ORG/AIRPORTS
WWW.IFLYOXNARD.COM

# MITIGATED NEGATIVE DECLARATION

## A. *PROJECT DESCRIPTION:*

***ENTITLEMENT:*** Camarillo Airport Northeast Hangar Development

***APPLICANT:*** County of Ventura Department of Airports

***LOCATION:*** Camarillo Airport
555 Airport Way
Camarillo, CA 93010

***ASSESSOR PARCEL NO(S):*** 230-0-003-022, 230-0-003-021,230-0-003-016, 230-0-003-024, 230-0-003-003

***PARCEL SIZE:*** Approximately 20 acres

***GENERAL PLAN DESIGNATION:*** Public

***EXISTING ZONING:*** M-1, Light Manufacturing

***RESPONSIBLE AND/OR TRUSTEE AGENCIES:*** None

***PROJECT DESCRIPTION:*** The Proposed Project involves the development of up to 105 nested T-hangars and 13 executive box hangars to be constructed by the County in phases on open land in the northeast quadrant of the Camarillo Airport. Site access for the County-owned hangar area will occur via established on-airport roads through airport security gates. Related improvements include taxilane construction and utility and drainage infrastructure. Space is also reserved for two (2) approximate 50,000 square foot or four (4) approximate 25,000 square foot commercial hangars to be developed by a private entity in the future. The actual building dimensions and locations may vary depending on the future developer's plan for the allowable lease area. These facilities will be subject to their own separate environmental review process.

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:*

- **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 involves preparation and approval of a project-specific geologic/geotechnical report.
- **Expansive Soils (Project-specific)** – Mitigation involves preparation and approval of a project-specific geologic/geotechnical report.
- **Subsidence (Project-specific)** – Mitigation involves preparation and approval of a project-specific geologic/geotechnical report.
- **Transportation/Circulation (Project-specific & Cumulative)** – Mitigation is payment of Traffic Impact Mitigation Fees.

***D. PUBLIC REVIEW:*** The public review period is from June 28, 2016 through July 27, 2016. The Initial Study and Mitigated Negative Declaration are available for review on the Department of Airports' website on-line at www.ventura.org/airports 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 July 27, 2016 (PDT), 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

Erin Powers, Projects Administrator

**Recommended for Lead Agency Approval:**

Todd McNamee

Todd McNamee, Director of Airports

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## LIST OF ACRONYMS

AB – Assembly Bill
AC – Advisory Circular
ACLUP – Airport Comprehensive Land Use Plan
ADT – average daily trips
AFB – Air Force Base
AOA – Aircraft Operations Area
AP – Alquist-Priolo
APCD – Air Pollution Control District
APE – Area of Potential Effect
AQMP – Air Quality Management Plan
ARFF – aircraft rescue and firefighting facility

BACT – best available control technology
BFE – base flood elevations
BMP – best management practices
BSA – Biological Study Area

CCR – California Code of Regulations
CDC – California Department of Conservation
CDFW – California Department of Fish and Wildlife
CEQA – *California Environmental Quality Act*
CERCLA - *Comprehensive Environmental Response, Compensation, and Liability Act*
cf – cubic foot (feet)
cfs - cubic feet per second
CHSC – California Health and Safety Code
$CH_4$ - methane
CNDDB – California Natural Diversity Database
CNEL – Community Noise Equivalent Level
$CO_2$ – carbon dioxide
$CO_2e$ – carbon dioxide equivalent
CRHR – California Register of Historic Resources
CSD – Camarillo Sanitary District
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
dB(A) – A-weighted decibel
DFIRM – Digital Flood Insurance Rate Map
DTSC – Department of Toxic Substances Control

FAA – Federal Aviation Administration
FBO – fixed base operator
FEMA – Federal Emergency Management Agency
ft – foot (feet)

GHG – greenhouse gas(es)
gpm – gallons per minute

HVAC – heating, ventilation, and air conditioning

IRWMP – *Integrated Regional Water Management Plan*
ISAG – *Ventura County Initial Study Assessment Guidelines*
ISO – Insurance Services Office
ITE – Institute of Transportation Engineers
IWMD – Integrated Waste Management Division

LAFCO – Local Area Formation Commission
lbs - pounds
lf – linear foot (feet)
LOS – level of service
LS -Less than Significant

MBTA - *Migratory Bird Treaty Act*
MMRP – mitigation monitoring and reporting program
MRP – Mineral Resource Protection
msl – mean sea level
MUTCD-CA - California Manual on Uniform Traffic Control Devices

N – No Impact
N/A – not applicable or not available
NASA – National Aeronautics and Space Administration
No. – Number
NOx – nitrogen oxides
NPDES – National Pollutant Discharge Elimination System
NPIAS – *National Plan of Integrated Airport Systems*
$N_20$ – nitrous oxide

OSAA – Out of Service Area Agreement

PCSMP – Post-Construction Stormwater Management Plan
PHT – peak-hour trip(s)
PMTC – Pacific Missile Test Center
PRC – Public Resources Code
PS – Potentially Significant Impact
PS-M – Potentially Significant Impact unless Mitigation Incorporated

RCRA – *Resource Conservation and Recovery Act*
ROC – reactive organic compounds
RPZ – runway protection zone
RWQCB – Regional Water Quality Control Board

SCE – Southern California Edison
sf – square foot (feet)
SoCal – Southern California Edison
SR – State Route
SSC – Species of Special Concern
SWITRS – Statewide Incident Reporting System
SWPPP – stormwater pollution prevention plan

TDM – Transportation Demand Management
TGM – Technical Guidance Manual
TIMF – Traffic Impact Mitigation Fee
TSS – total suspended solids

U.S.C. – United States Code
USEPA – United States Environmental Protection Agency
USFWS – United States Fish and Wildlife Service
USGS – United States Geological Survey

VCAPCD – Ventura County Air Pollution Control District
VCFPD – Ventura County Fire Protection District
VCTC – Ventura County Transportation Commission
VCWPD – Ventura County Watershed Protection District
VCWWM – Ventura County Waterworks Manual

SECTION A

# PROJECT DESCRIPTION

## 1. INTRODUCTION

This Initial Study evaluates the potential environmental effects of the proposed Northeast Hangar Development Project at the Camarillo Airport (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 2011). 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).

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 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 AMP amendment.

This Initial Study contains an "Initial Study Checklist" (Section B) that assesses potential environmental impacts of the proposed project using the issues form included in the ISAG. 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, as well as identified in the Mitigation Monitoring and Reporting Program (MMRP) appended to the Initial Study document (**Appendix A**).

The Initial Study also evaluates the proposed project's cumulative impacts in conjunction with other past, present, and probable future projects located within a defined geographic area. This cumulative project study area is shown in **Appendix B** and is an approximate six-square mile cumulative project area that was identified based on communication with the County's Resource Management Agency, Planning Division and the City's Community Development Department.

## 2. PROJECT LOCATION

Camarillo Airport is owned by the County and operated by the County Department of Airports; however, it is located on approximately 650 acres of property located within the corporate limits of the City of Camarillo (City), three miles west/southwest of the City's central business district (**Exhibit A1**). Pleasant Valley Road provides the primary access to the airport and traverses east-west on the airport's south side. Pleasant Valley Road links the airport to Highway 1 and the City of Oxnard to the west, and Highway 101 and the City of Camarillo to the east and north via Las Posas Road.

## 3. AIRPORT BACKGROUND

The airport is a former Air Force Base (AFB) (known as Oxnard AFB) that was declared surplus by the Federal government in 1969; at that time, it was vacated by the Air Force and transferred to the County. As part of an agreement with the City, the former 9,000-foot long runway was reduced to 6,013 feet to control noise and air pollution. According to the Airport Master Plan, the airport was reopened as a general aviation airport in 1976 (County of Ventura 2011).

The airport is classified as a Reliever airport by the *National Plan of Integrated Airport Systems (2015-2019)* (NPIAS) (FAA 2015). An airport must be listed in the NPIAS to be eligible for Federal funding. According to the airport's 5010 Airport Master Record, updated February 4, 2016, the airport has 470 general aviation and corporate business aircraft, as well as 20 based helicopters and 30 ultralights. During the 12-month period from February 2015 to January 2016, the airport experienced 144,973 total operations (FAA 2016).

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 full length parallel taxiways (Taxiways F and H) on the south side of the runway with five entrance/exit taxiways, as well as a terminal area parallel taxiway (Taxiway G). The airport also contains an ultralight operating area and a helicopter training area.

The airport also has several fixed base operators (FBOs) and 295 hangars - 125 County-owned hangars (seven box hangars and 118 T-hangars) and 170 private hangars (which are also a mix of

Exhibit A1
LOCATION MAP

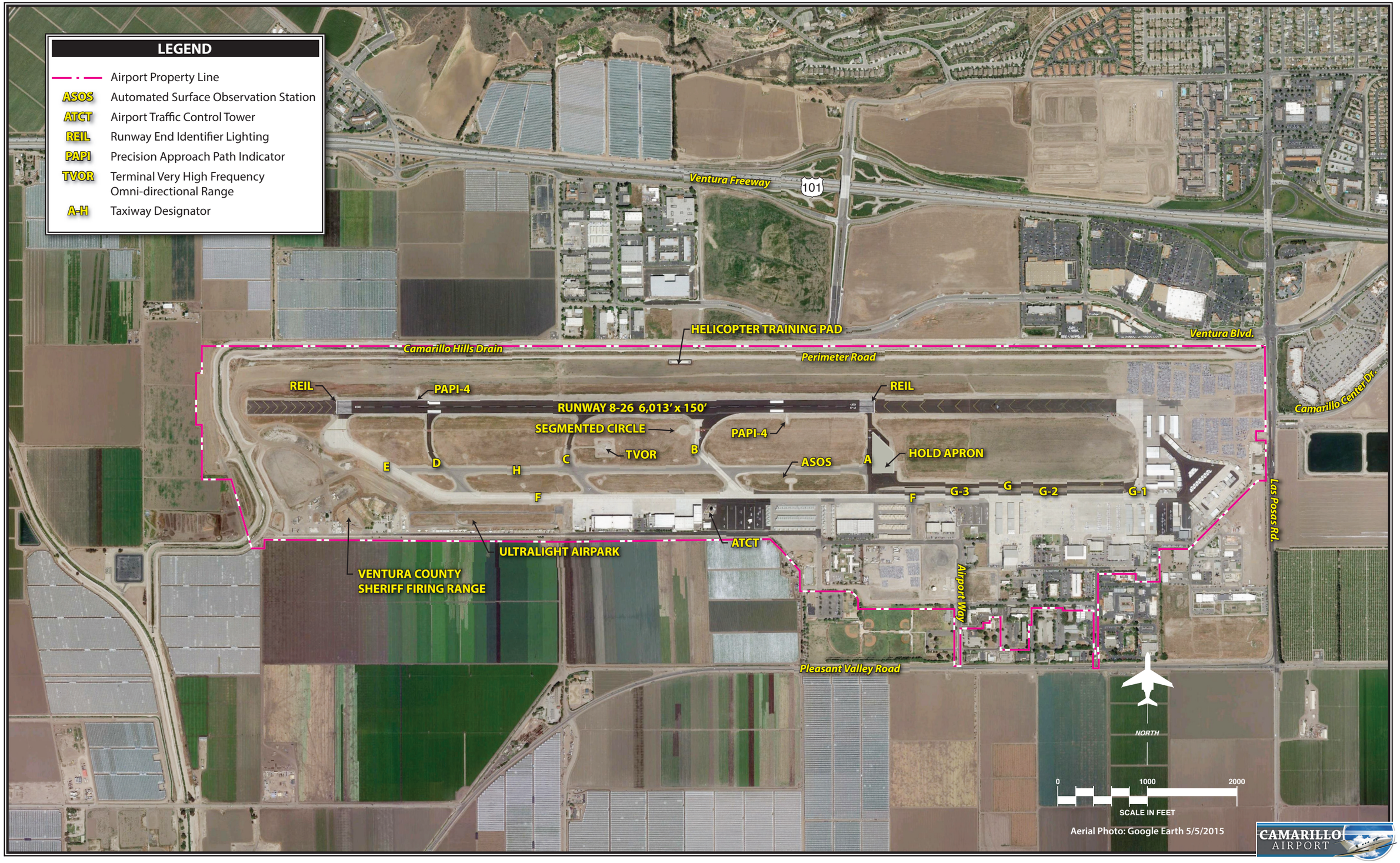



Exhibit A2
EXISTING AIRFIELD FACILITIES

box and T-hangars) - as well as the Commemorative Air Force storage hangars and museum. A County fire department building is also located on the airport that functions as both a County off-airport facility and as an aircraft rescue and firefighting (ARFF) facility. **Exhibit A3** shows facilities on the eastern end of the airport. The subject project area, located in the northeast corner of the airport, is currently used for short term automobile storage.

The airport includes several blocks of a mixed-use area located north of Pleasant Valley Road, near Airport Way. Non-aviation uses occurring within this area of the airport include the County Airports Administrative Office, the Way Point Café, the Freedom Park BMX Raceway, the County Animal Shelter, and several office buildings along Willis Avenue.

## 4. PURPOSE OF THE PROPOSED PROJECT

The purpose of the proposed project is to provide additional County-owned and, eventually, commercial hangars at the airport. The purpose for additional County-owned hangars is to meet existing demand for hangar space at the airport, to allow the expansion of existing businesses, and to provide for the accommodation of the airport's fleet. The purpose for additional commercial hangars is to meet increased aircraft storage needs, as well as to provide an additional revenue source for the County.

The airport currently has a wait list of 130 people, which normally involves an approximate five- to six-year wait; there are seven people who have been on the airport's wait list for a considerably longer time because they have aircraft that will not fit into the airport's standard T-hangars. The size of hangars planned under the proposed project will accommodate these larger aircraft. Additionally, in order 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 suitable range of FBO opportunities in keeping with aviation business trends.

## 5. DESCRIPTION OF THE PROPOSED PROJECT

The proposed project includes the development of approximately 20 acres of open land on the northeast quadrant of the airport. The project limits to the north and east are an on-airport service road south of the Camarillo Hills Drain and Las Posas Road, respectively. The project also includes hangar development on the west side of Taxiway G1, south of the runway overrun and north of Taxiway G. In general, the project includes the following elements (**Exhibit A4**). Each of these aspects of the project is described in more detail in subsequent sections:

- Up to 105 nested T-hangars and thirteen (13) executive box hangars, to be developed by the County in phases.

- Construction of taxilanes to join the proposed development to existing airfield pavements.

- Construction of utility extensions to serve the hangar development area, including water service (for fire protection and restroom facilities), sewer service, electrical service, and communication services (cable, telephone, and internet [CTI]).

- Construction of a drainage collection system, including concrete valley gutters and storm drain pipe and catch basins. The project will also include improvements to an existing detention area, as well as underground infiltration facilities to ensure there will not be an increase in the discharge of water from the site as a result of the proposed improvements.

- Site access for the new hangar area will occur from Airport Way via established on-airport roads through airport security gates. No access directly to Las Posas Road is proposed.

Space is also reserved for either two (2) approximate 50,000-square foot (sf) or four (4) approximate 25,000-sf commercial hangar building sites to be developed by a private entity. The actual building dimensions and locations may vary depending on the future developer's plan for the allowable lease area. These facilities will be subject to their own separate environmental review process.

A Preliminary Design Report has been prepared that contains more detailed information, including pavement exhibits and design, a preliminary drainage report, a utility study, preliminary cost estimates, and a preliminary plan set of drawings (Mead and Hunt 2015). Information from this report is summarized below. The report can be reviewed, in its entirety, upon request to the County Department of Airports.

*Nested T-Hangars and Executive Box Hangars*

Up to one hundred eighteen (118) hangars will be developed by the County in a phased approach. The proposed development consists of seven (7) rows of hangar buildings to the north of the runway overrun. Each row will consist of 15 T-hangars (42 feet [ft] x 33 ft, 10 inches) and a single executive box hangar (52 ft x 60 ft) at the southerly end of the hangar row. A single unisex restroom will be located near the south end of the T-hangar row in every other row. A single row of hangars comprised of six (6) executive box hangars (65 ft x 65 ft) will be located on the west side of Taxiway G1, south of the runway overrun and north of Taxiway G. A single unisex restroom will be provided in the north end of this hangar row. The amount of T-hangar separation between the hangar rows has been calculated based on minimum aircraft wingtip clearances and clear door widths. Based on the sizing of the hangars, aircraft with up to a 38-ft wingspan will be able to use the T-hangar bays. The executive box hangars will accommodate aircraft with wingspans of up to 47 feet (similar to a Cessna Citation I).

The hangars will be constructed of a pre-engineered steel frame that meets California seismic requirements, enclosed with a metal panel wall and roof system, and a concrete floor slab. Preliminary plans indicate that T-hangars will have a gable-style roof, and the executive box hangars will have a flat-pitch roof (**Exhibit A5**). Roof water will be collected in rain gutters, which will

Exhibit A3
EXISTING EAST SIDE FACILITIES

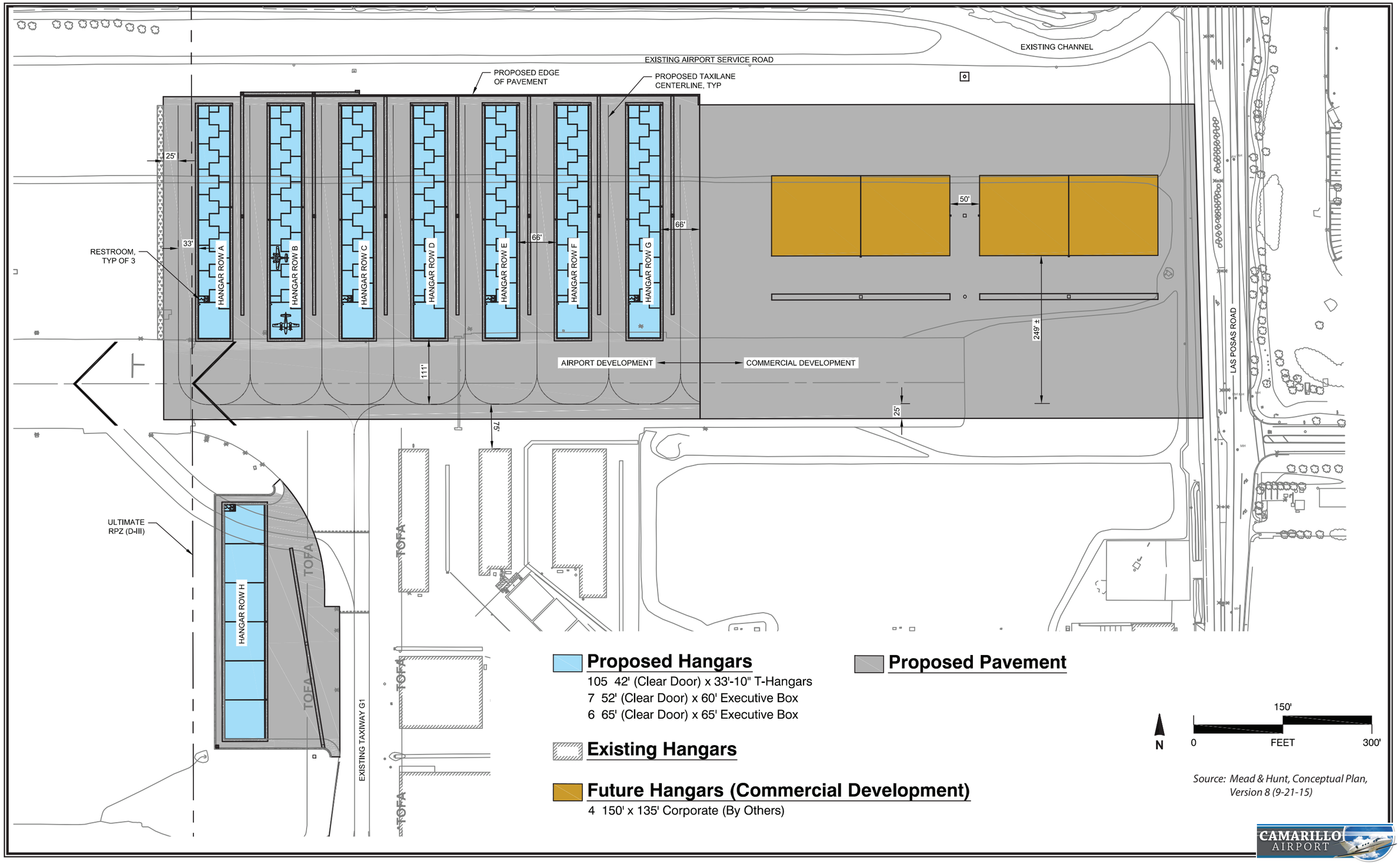
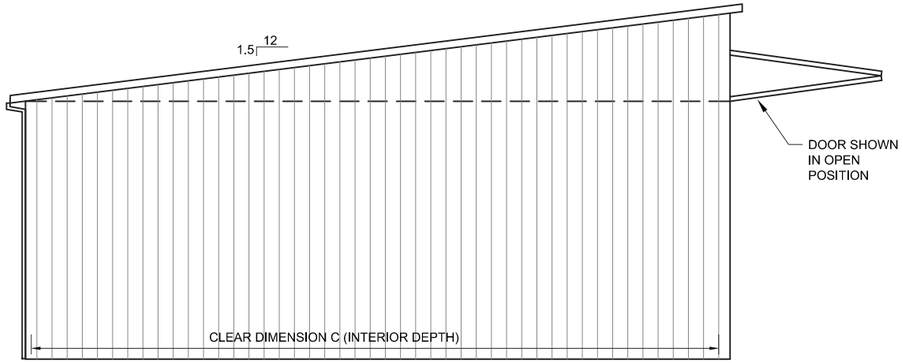
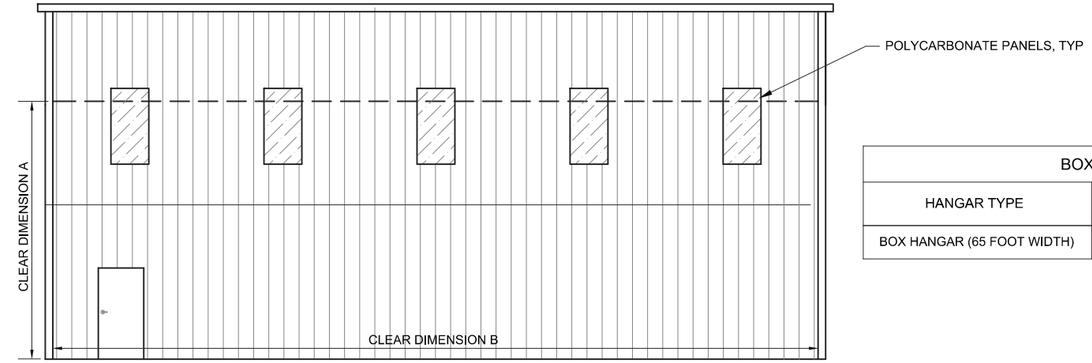



Exhibit A4
CONCEPTUAL DEVELOPMENT PLAN

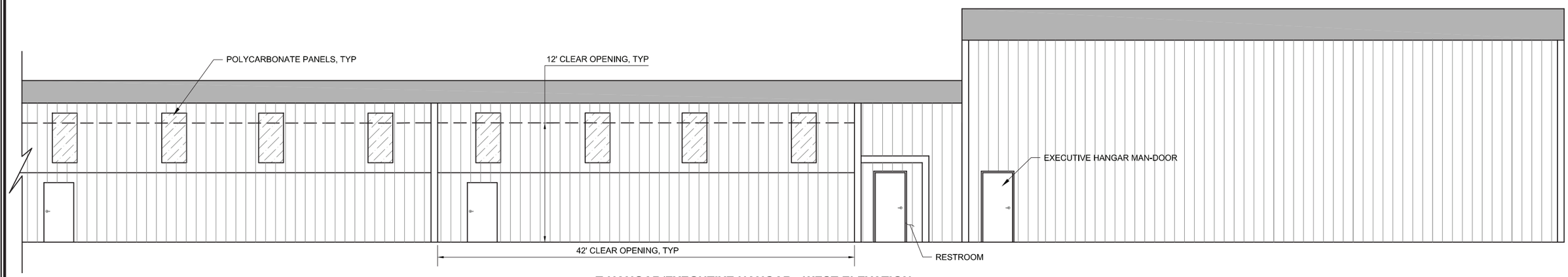



**TYPICAL BOX HANGAR - SOUTH ELEVATION**
**NOT TO SCALE**

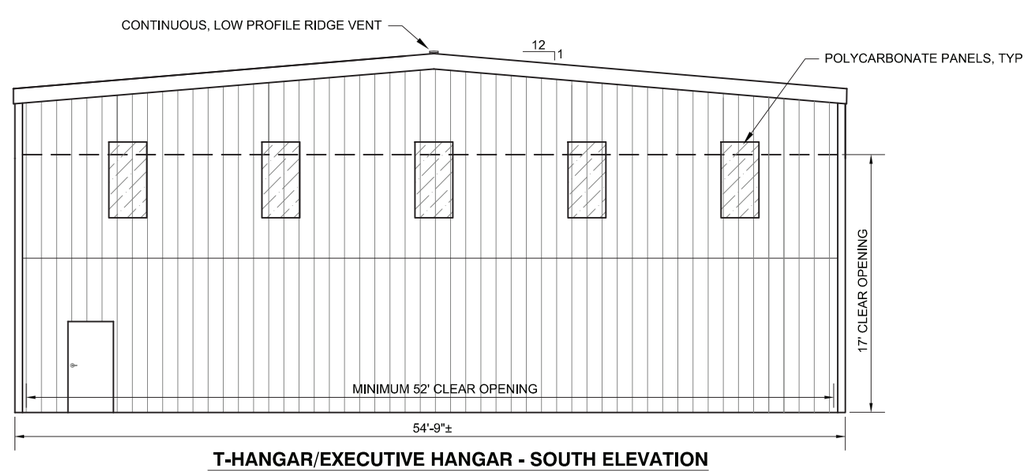



**TYPICAL BOX HANGAR - EAST ELEVATION**
**NOT TO SCALE**

| BOX HANGAR DIMENSIONS | | | |
|---|---|---|---|
| HANGAR TYPE | CLEAR DIMENSION A | CLEAR DIMENSION B | CLEAR DIMENSION C |
| BOX HANGAR (65 FOOT WIDTH) | 20 FEET | 65 FEET | 66.5 FEET |




**T-HANGAR/EXECUTIVE HANGAR - WEST ELEVATION**
**SCALE: 1" = 5'-0"**




**T-HANGAR/EXECUTIVE HANGAR - SOUTH ELEVATION**
**SCALE: 1" = 5'-0"**

PRELIMINARY
NOT FOR CONSTRUCTION

*Source: Mead & Hunt, Preliminary Plan Set (9-23-15)*

CAMARILLO AIRPORT

Exhibit A5
PROPOSED BUILDING ELEVATIONS

convey the water to the storm drain system via underground piping. Electrical service will provide for interior and exterior lighting, power outlets, and an automatic bi-fold door opener. Initially, there will be no HVAC (heating, ventilation, and air conditioning) system, low voltage wiring (communications and data), or plumbing to the individual hangars, although future capability for data and communications will be accommodated. T-hangars and executive box hangars are generally considered as unoccupied storage facilities; therefore, no maintenance activity will be allowed within the hangar areas.

The siting of the proposed development was based partly on analysis of the Title 14 of the Code of Federal Regulations, Part 77, *Objects Affecting Navigable Airspace* imaginary surfaces. The westerly edge of the T-hangars north of the runway overrun, as well as the executive box hangars west of Taxiway G1, will remain outside of the Runway 8-26 ultimate runway protection zone (RPZ), which extends 2,700 feet east from the Runway 26 threshold. These hangar rows, as well as the continued development to the east, will also remain below the ultimate 50:1 precision approach (i.e., the top of the hangar elevations will be more than 17 feet below the 50:1 approach).

*Taxilane Configurations and Pavement Segments*

The proposed development will connect to Taxiway G1 via a new taxilane constructed within the limits of the abandoned portion of the runway overrun. This main taxilane will be 50 feet in width and will be located consistent with the extended runway centerline, as far south of the T-hangars as possible while still maintaining adequate clearance from existing hangars located south of the overrun. Overall, approximately 10.1 acres of new impervious surfaces will be added to the northeast part of the airport due to the proposed project (Stantec 2015).

**Exhibit A6** identifies four main pavement treatments for the project based on the assumed fleet mix and operations for each area. All areas assume trips by fuel trucks (single wheel - 30,000 pounds) as well as varying types of aircraft departures. As shown on **Exhibit A6**, all pavement segments include 12 inches of lime-treated subgrade to achieve the proper subgrade stability. In addition to the lime treatment, the subgrade will be over-excavated to 24 inches below final subgrade elevation, or 12 inches below existing ground elevation, whichever is deeper, based on the recommendations of a geotechnical report.

The excavated material will be stored onsite, processed, and replaced in conjunction with compacting and moisture conditioning. Due to the existing ground elevations and the need for minimal slopes within the hangar development, it is estimated that more than 10,000 cubic yards (cy) of import fill will be required. During the final design, a detailed topographic survey will be conducted to better estimate the quantity and quality of the fill material needed. To maintain subgrade characteristics and pavement integrity after construction, preliminary design also includes the installation of a subdrain collector system along the northerly edge of the proposed pavement limits within the pavement shoulder. This subdrain is recommended in the preliminary geotechnical report and will connect to the drainage improvements described in the following section.

*Preliminary Drainage Plans*

The project site north of the runway overrun is primarily open grassland that drains northwest to a flow line at the toe of the airport service road, located south of the Camarillo Hills Drain and flood control levee. Along this flow line are drainage inlets approximately every 900 feet that allow stormwater runoff into the Camarillo Hills Drain. The project site south of the runway overrun (including existing pavement) drains southwest into the airfield storm drain system.

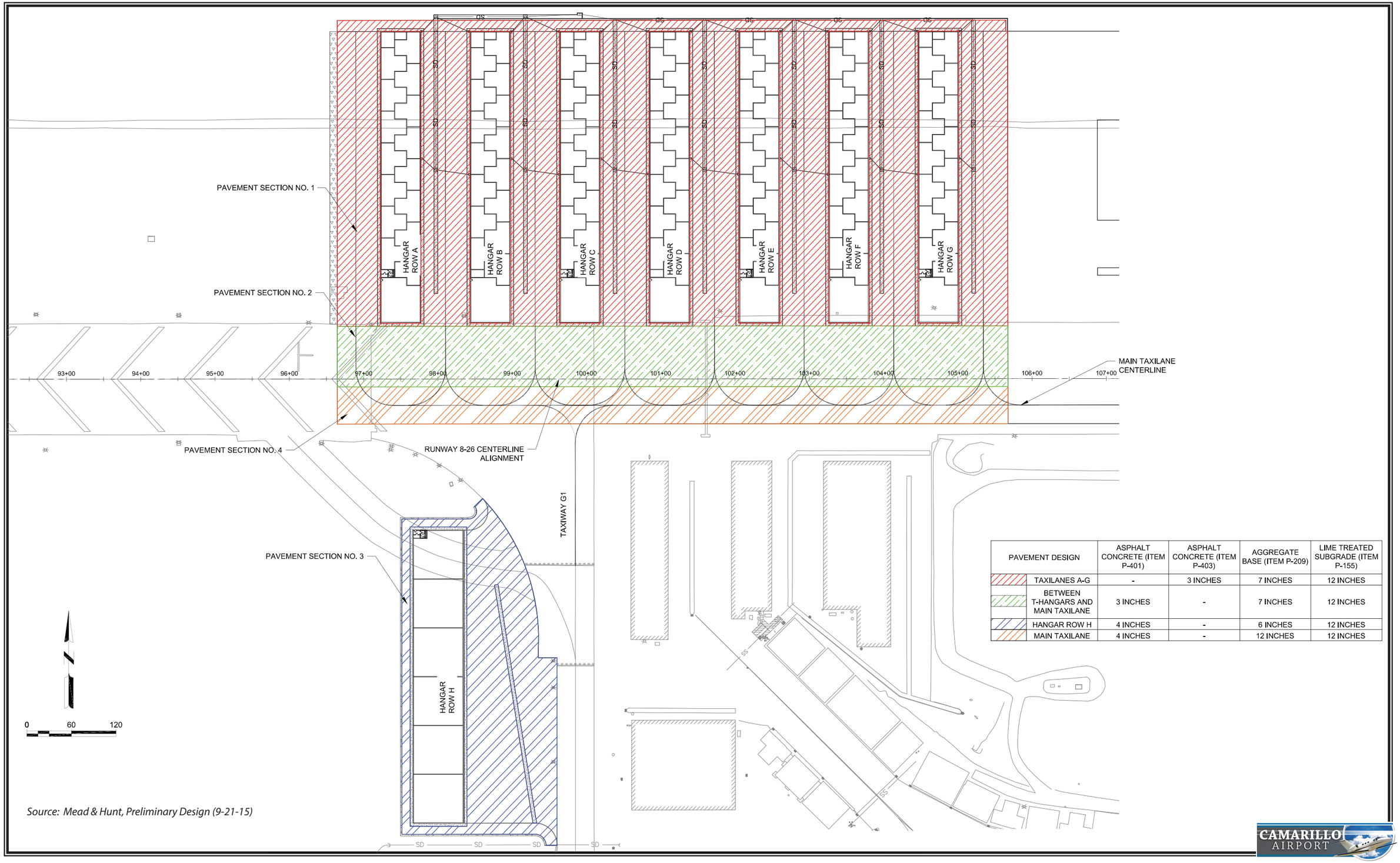
The proposed development will collect the site's stormwater runoff, pre-treat the flows to reduce the sediment load and maintain the infiltration rate, and then route the flows through underground infiltration/detention basins. The Preliminary Design Report includes drainage calculations conducted for the design of the County-owned hangar areas and drainage facilities. Drainage calculations to support drainage improvements for the commercial hangar building sites will be developed in conjunction with future development design by a private entity.

For design of the necessary drainage features, the proposed development area was divided into three separate discharge locations based on existing hydrology patterns; hydrology maps for each location were then developed for pre- and post-project conditions. Watersheds A and B will each require a detention basin to mitigate the peak runoff for events up to a 100-year storm back to less than that of a 10-year storm event (**Table A1**). Both basins will be constructed underground. The detention basin for Watershed A will provide a detention volume of 6,610 cubic feet (cf) or 0.15 acre-feet; the detention basin for Watershed B will provide a detention volume of 12,044 cf (or 0.28 acre-feet) (**Exhibit A7**). A detention basin is not needed as part of this project within Watershed C.

**TABLE A1**
**Hydrology and Discharge Summary**
**Camarillo Airport Northeast Hangar Development**

| Water-shed | Storm Frequency | Pre-Project Peak (cfs) | Post-Project Peak (cfs) | Maximum Discharge from Detention (cfs) |
|---|---|---|---|---|
| A | 10-Year | 18 | 21 | 18 |
| | 25-Year | 23 | 24 | 18 |
| | 50-Year | 26 | 31 | 18 |
| | 100-Year | 32 | 35 | 18 |
| B | 10-Year | 31 | 34 | 31 |
| | 25-Year | 35 | 39 | 31 |
| | 50-Year | 53 | 54 | 31 |
| | 100-Year | 67 | 69 | 31 |
| C | 10-Year | 19 | 18 | N/A |
| | 25-Year | 24 | 22 | N/A |
| | 50-Year | 30 | 28 | N/A |
| | 100-Year | 37 | 35 | N/A |

Source: Stantec 2015. *Preliminary Drainage Report for Camarillo Airport Northeast Hangar Development*
cfs = cubic feet per second; N/A = not applicable

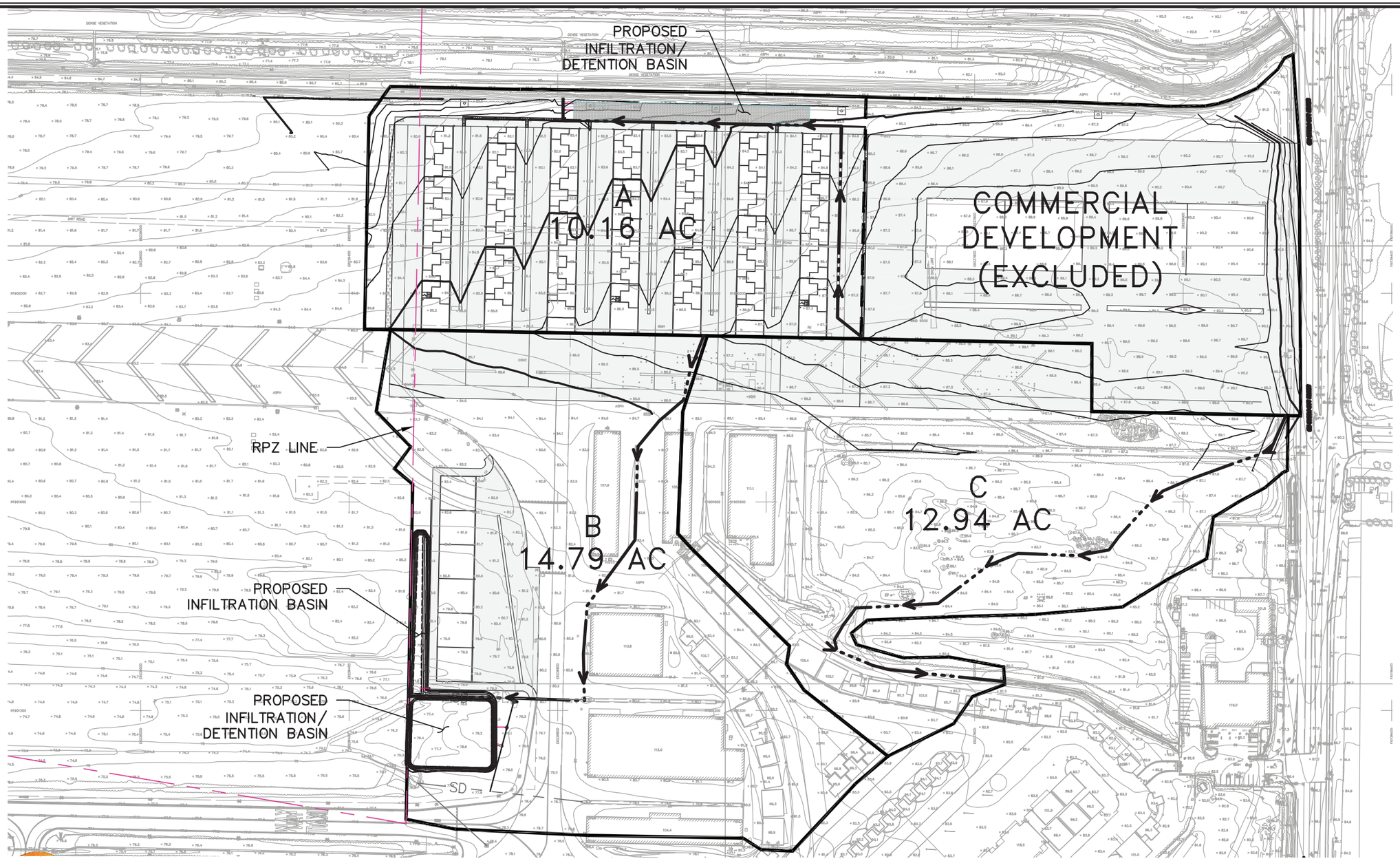



| PAVEMENT DESIGN | ASPHALT CONCRETE (ITEM P-401) | ASPHALT CONCRETE (ITEM P-403) | AGGREGATE BASE (ITEM P-209) | LIME TREATED SUBGRADE (ITEM P-155) |
|---|---|---|---|---|
| TAXILANES A-G | - | 3 INCHES | 7 INCHES | 12 INCHES |
| BETWEEN T-HANGARS AND MAIN TAXILANE | 3 INCHES | - | 7 INCHES | 12 INCHES |
| HANGAR ROW H | 4 INCHES | - | 6 INCHES | 12 INCHES |
| MAIN TAXILANE | 4 INCHES | - | 12 INCHES | 12 INCHES |

*Source: Mead & Hunt, Preliminary Design (9-21-15)*

CAMARILLO AIRPORT

Exhibit A6
PROPOSED PAVEMENT SECTIONS




## LEGEND

| | |
|---|---|
| A | WATERSHED NAME |
| 10.16 AC | WATERSHED AREA |
| | WATERSHED BOUNDARY |
| | TIME OF CONCENTRATION PATH |

*Source: Stantec, Preliminary Drainage Report (9-6-15)*

N

SCALE: 1" = 200'

CAMARILLO AIRPORT

Exhibit A7

PROPOSED POST-CONSTRUCTION HYDROLOGY

The proposed drainage design also includes best management practices (BMPs) to improve water quality and mitigate potential water quality impacts caused by land development. First, the run-off from the northerly project site will be collected and conveyed through gutters and directed to inlets containing catch basin inserts where pretreatment, such as removal of trash, debris, and coarse sediment, will occur. The catch basin inserts are expected to remove 80 percent of the total suspended solids (TSS) for the entire site and may include absorbent pouches to remove floating oils and grease.

Second, the detention basins will include an infiltration component with a maximum ponding depth of 1.38 feet. This infiltration system will incorporate the use of proprietary subterranean tanks with two feet of cover and will give a combined infiltration area of approximately 38,400 sf (15,400 sf for Watershed A and 23,000 sf for Watershed B). This will provide the capacity to infiltrate a volume of 54,320 cf of stormwater within a 72-hour period. At the maximum ponding depth, a detention pipe invert will be set to act as both the detention basin inlet pipe and an overflow should the infiltration elevation exceed the 1.38-foot ponding level.

*Utility Connections*

Proposed utility connections and infrastructure are shown in **Exhibit A8** and are discussed in the following sections.

Water. The water purveyor at the airport is the City of Camarillo. The proposed project includes the installation of a 12-inch diameter water pipeline within the main taxilane to the project, as well as a 6- to 8-inch diameter water line from the main water line to the executive box hangars proposed west of Taxiway G1. Smaller pipelines will also connect the T-hangar rows containing restrooms to the main water line. Water demand has been estimated at five (5) gallons per minute (gpm) per building to accommodate domestic demand and 4,500 gpm per building for fire flow requirements (or 2,250 gpm for those buildings fitted with fire sprinklers). The proposed point of connection to the City system is an existing capped tee located north of 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. Water offsets, as required by the City's Water Conservation Ordinance No. 14.12, and any required low water use measures required by City Resolution No. 2015-10 (Ordinance No. 1117)[1] will be identified in the project's water impact study.

Sanitary Sewer Service. Sewer service will be accomplished via a private system that will terminate at a connection to the City's sewer in Las Posas Road. The system will be comprised of four

[1] City Resolution No. 2015-10 was approved in November 2015. Under this resolution, Ordinance No. 1117 was also adopted, which amends and restates Chapter 14.14 of the City Code as it relates to water conservation in landscaping to incorporate the recent updates to the State Model Water Efficient Landscape Ordinance per State of California Executive Order B-29-15.

pressure sewer basins to be located south of each restroom, as well as south of the commercial hangars site. These basins will connect to a 2-inch diameter force main located under the main taxilane to the airport's eastern property line. From the property line, the force main will traverse under the southbound lanes of traffic in Las Posas Road to connect with an existing manhole under the roadway. The connection will be made under an Out of Service Area Agreement (OSAA) with the Camarillo Sanitary District (CSD). The OSAA will be reviewed by the Ventura County Local Agency Formation Commission (LAFCO)[2], and will have a time limit of five years in which to accomplish annexation into the CSD. The calculated sewer generation peak demand is 23 gpm; flows from fire suppression foam wash-down are calculated separately.

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 sewer service will be made.

Electrical Service and Communications Networks. 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, although SCE will need information on the proposed site layout and anticipated loads. 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 CTI cable.

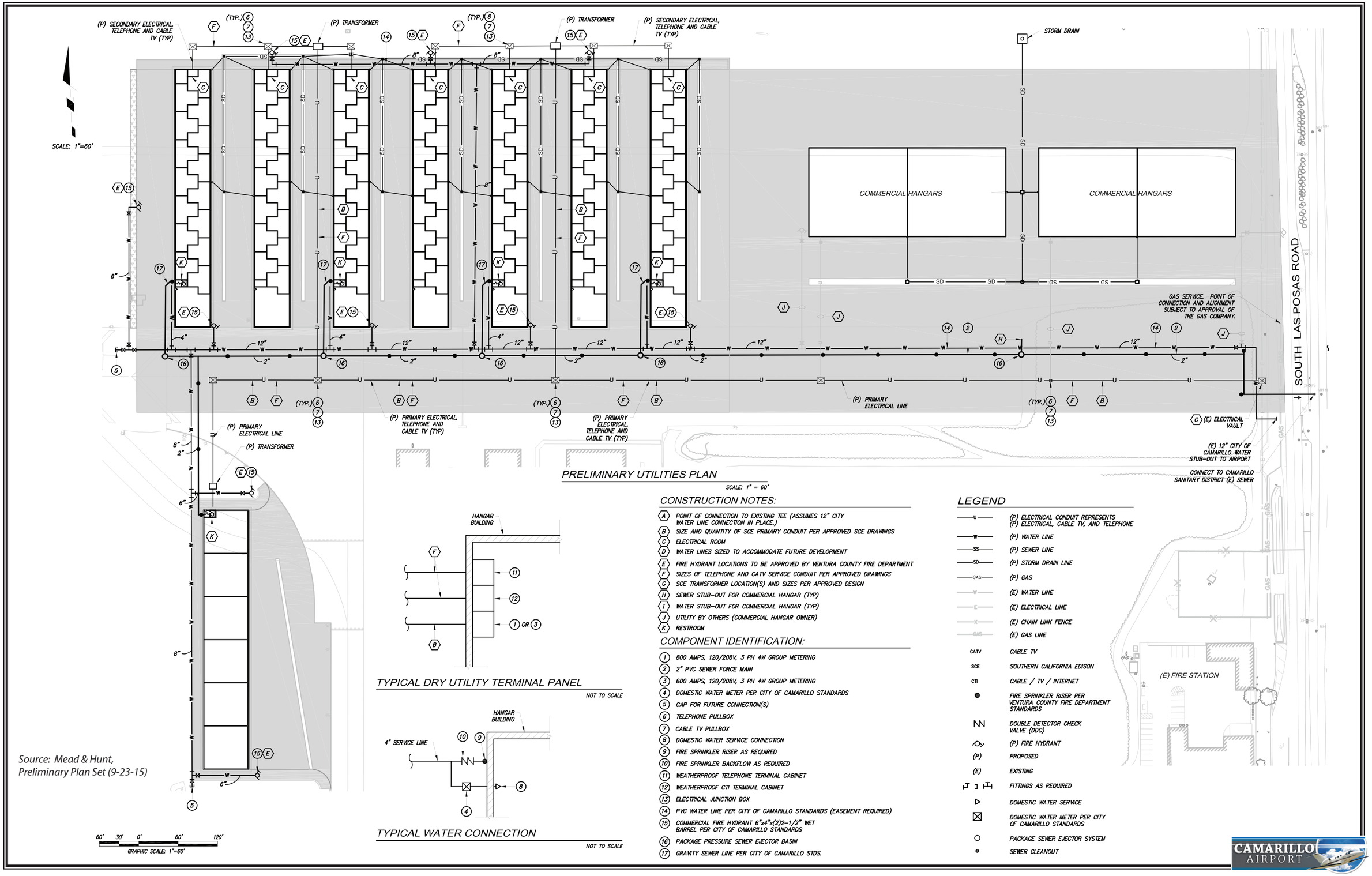
The CTI provider for the airport is Verizon. The project will connect to the nearest CTI connection point, which is located near the existing SCE vault on the west side of Las Posas Road. Verizon does its own inspection of the substructures, and no other permits are required. Similar to SCE, Verizon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

Natural Gas Service. The natural gas provider to the airport is Southern California Gas Company (SoCal). However, gas facilities are not part of the proposed airport development. If gas hook-ups are desired by future development of the commercial hangar building pads, the private developer will be responsible for coordinating with SoCal to obtain service. SoCal installs the pipeline itself in a contractor-provided trench. The closest gas pipeline to the project at this time is within the Las Posas Road right-of-way.

*Commercial Development (Future Hangars)*

Future commercial development may consist of large hangars for private entities. The proposed project includes a development area for two 50,000-sf or four 25,000-sf hangar building sites and associated taxilanes and pavement. However, the commercial building sites currently depicted on the Conceptual Development Plan (**Exhibit A4**) are for planning purposes only. Actual design

[2] The Ventura County Local Agency Formation Commission (LAFCO) is a State-mandated local agency established to oversee the boundaries of cities and special districts.




Source: Mead & Hunt, Preliminary Plan Set (9-23-15)

## PRELIMINARY UTILITIES PLAN

SCALE: 1" = 60'

## TYPICAL DRY UTILITY TERMINAL PANEL

NOT TO SCALE

## TYPICAL WATER CONNECTION

NOT TO SCALE

## CONSTRUCTION NOTES:

- (A) POINT OF CONNECTION TO EXISTING TEE (ASSUMES 12" CITY WATER LINE CONNECTION IN PLACE.)
- (B) SIZE AND QUANTITY OF SCE PRIMARY CONDUIT PER APPROVED SCE DRAWINGS
- (C) ELECTRICAL ROOM
- (D) WATER LINES SIZED TO ACCOMMODATE FUTURE DEVELOPMENT
- (E) FIRE HYDRANT LOCATIONS TO BE APPROVED BY VENTURA COUNTY FIRE DEPARTMENT
- (F) SIZES OF TELEPHONE AND CATV SERVICE CONDUIT PER APPROVED DRAWINGS
- (G) SCE TRANSFORMER LOCATION(S) AND SIZES PER APPROVED DESIGN
- (H) SEWER STUB-OUT FOR COMMERCIAL HANGAR (TYP)
- (I) WATER STUB-OUT FOR COMMERCIAL HANGAR (TYP)
- (J) UTILITY BY OTHERS (COMMERCIAL HANGAR OWNER)
- (K) RESTROOM

## COMPONENT IDENTIFICATION:

1. 800 AMPS, 120/208V, 3 PH 4W GROUP METERING
2. 2" PVC SEWER FORCE MAIN
3. 600 AMPS, 120/208V, 3 PH 4W GROUP METERING
4. DOMESTIC WATER METER PER CITY OF CAMARILLO STANDARDS
5. CAP FOR FUTURE CONNECTION(S)
6. TELEPHONE PULLBOX
7. CABLE TV PULLBOX
8. DOMESTIC WATER SERVICE CONNECTION
9. FIRE SPRINKLER RISER AS REQUIRED
10. FIRE SPRINKLER BACKFLOW AS REQUIRED
11. WEATHERPROOF TELEPHONE TERMINAL CABINET
12. WEATHERPROOF CTI TERMINAL CABINET
13. ELECTRICAL JUNCTION BOX
14. PVC WATER LINE PER CITY OF CAMARILLO STANDARDS (EASEMENT REQUIRED)
15. COMMERCIAL FIRE HYDRANT 6"x4"x(2)2-1/2" WET BARREL PER CITY OF CAMARILLO STANDARDS
16. PACKAGE PRESSURE SEWER EJECTOR BASIN
17. GRAVITY SEWER LINE PER CITY OF CAMARILLO STDS.

## LEGEND

| | |
|---|---|
| —U— | (P) ELECTRICAL CONDUIT REPRESENTS (P) ELECTRICAL, CABLE TV, AND TELEPHONE |
| —W— | (P) WATER LINE |
| —SS— | (P) SEWER LINE |
| —SD— | (P) STORM DRAIN LINE |
| —GAS— | (P) GAS |
| —W— | (E) WATER LINE |
| —E— | (E) ELECTRICAL LINE |
| —X— | (E) CHAIN LINK FENCE |
| —GAS— | (E) GAS LINE |
| CATV | CABLE TV |
| SCE | SOUTHERN CALIFORNIA EDISON |
| CTI | CABLE / TV / INTERNET |
| ● | FIRE SPRINKLER RISER PER VENTURA COUNTY FIRE DEPARTMENT STANDARDS |
| NN | DOUBLE DETECTOR CHECK VALVE (DDC) |
| | (P) FIRE HYDRANT |
| (P) | PROPOSED |
| (E) | EXISTING |
| | FITTINGS AS REQUIRED |
| ▷ | DOMESTIC WATER SERVICE |
| ⊠ | DOMESTIC WATER METER PER CITY OF CAMARILLO STANDARDS |
| ○ | PACKAGE SEWER EJECTOR SYSTEM |
| ● | SEWER CLEANOUT |

CAMARILLO AIRPORT

Exhibit A8
PROPOSED UTILITY CONNECTIONS

will be dependent upon the developer, as well as a subsequent code analysis when an actual building layout is proposed. No ground disturbance of this area is proposed as part of the proposed project other than that required for limited grading to ensure drainage flows are contained properly and the utility connections described previously and shown on **Exhibit A8**. As previously mentioned, any future development of this area will be subject to its own environmental review.

*Project Phasing and Other Construction Information*

The first phase of the proposed project includes the development of Hangar Rows A, B, and C, taxilane improvements, utility improvements, and drainage improvements. Following this initial phase of development, additional hangars will be developed based on demand of airport users starting with Rows D - G, and/or south hangar Row H (refer to **Exhibit A4**). Development of the commercial hangar building sites could occur any time and will require supplemental environmental review and permitting.

The first stage of Phase One of the proposed project is expected to take approximately 120 days for site preparation, utility and drainage improvements, and hangar foundation construction. Hangar and pavement construction is expected to take another 120 days. Three staging areas have been proposed. One is located directly west of Hangar Row A; the second would be south of the main taxilane (runway overrun) to the northwest of Fire Station No. 50. A third optional staging area would be located in the general area of proposed hangar Row H. The project area will be accessed using existing airport pavement and roadways from Pleasant Valley Road via Airport Way and Durley Avenue. If required by the County Public Works Agency, it may be necessary to limit construction trips to non-peak traffic periods during certain stages of construction due to the amount of fill expected to be imported onto the site (over 10,000 cy). The project also plans to recycle existing asphalt surface and aggregate for reuse as recycled shoulder base to minimize truck traffic and hauling.

The study area for the proposed project is shown in **Exhibit A9** and includes the staging areas, the on-airport haul road, and several utility connection options that were under consideration at the initiation of this environmental review. A maximum of 9,000 linear feet (lf) of trenching was evaluated and a 15-foot wide construction corridor was assumed to be necessary. However, based on the Preliminary Design Report and its supporting utility study, these utility connection options have since been refined to only the connections shown in **Exhibit A8**. All sewer lines, water lines, and electrical and telecommunication cables will be buried a maximum of eight feet below ground surface; utility trenches will be approximately six feet wide.

During construction within the Aircraft Operations Area (AOA), measures will be taken to ensure airport safety and that operations are maintained in accordance with FAA Advisory Circular (AC) 150/5370-2F, *Operational Safety on Airports during Construction* (FAA 2011). Runway 8-26 and all taxiways are anticipated to remain open for all phases of the project unless cranes utilized for building erection require temporary closure (as determined through FAA's OE/AAAE Form 7460 submission). Portions of Taxiway G1 may be impacted during the utility improvements. In addition, it will be used as part of the construction access route. The estimated construction schedule

will be coordinated with airport users and tenants during preparation of the final design. A preliminary Construction Safety and Phasing Plan (CSPP) will also be prepared and submitted to the County and FAA for review during final design.

## 6. DISCRETIONARY ACTIONS AND CONDITIONS OF PROJECT APPROVAL

As previously discussed, the discretionary action requested of the County of Ventura Board of Supervisors is project approval. 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 inspections.

Project conditions will also 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* (CWA). 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.

In addition, the Ventura County Watershed Protection District, Groundwater Section, requires a "will-serve" letter from the City stating that they can provide for the water needs related to the project. Also, the proposed connection to the City sewer infrastructure within Las Posas Road will require an Out of Service Area Agreement (OSAA) with the Camarillo Sanitary District (subject to approval from the Ventura County Local Agency Formation Commission) since the project is outside of the Camarillo Sanitary District service area. The plans, profiles, and details of this connection will be submitted to the County Water and Sanitation Department and the County Building and Safety Division for approval.

The Ventura County Air Pollution Control District (VCAPCD) has determined that the project's air quality impacts will be below the applicable thresholds for significant impacts to regional air quality (see **Appendix C**, letter dated September 15, 2015). However, the project will be required to comply with all VCAPCD Rules and Regulations as a condition of the County approval process.

Finally, FAA approval is also required. FAA will review project design and a CSPP to ensure operational safety at the airport.

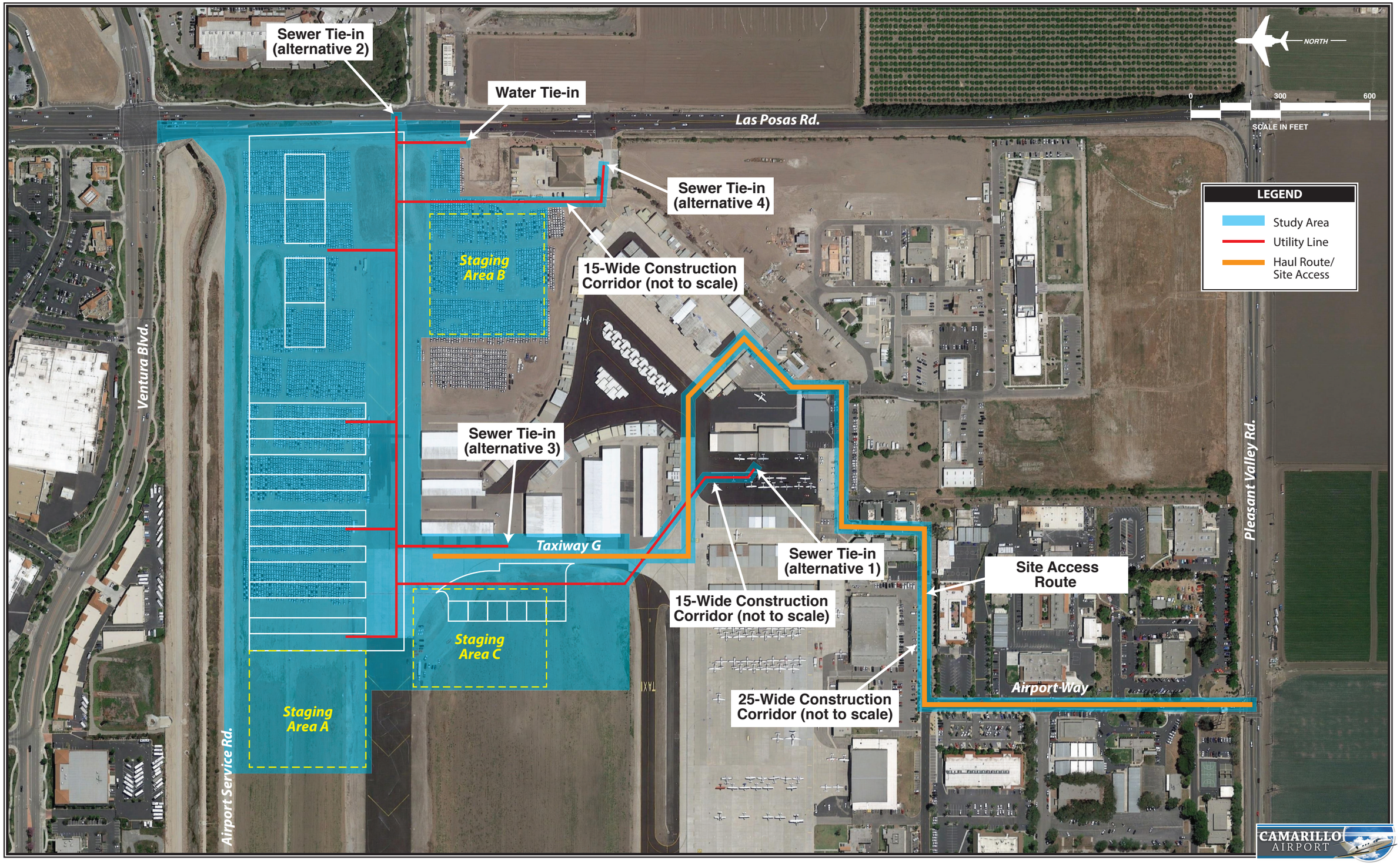



Exhibit A9
PROJECT STUDY AREA

SECTION B

# INITIAL STUDY CHECKLIST AND DISCUSSION OF RESPONSES

# Section B
# INITIAL STUDY CHECKLIST AND DISCUSSION OF RESPONSES

***Camarillo Airport***
***Northeast Hangar Development***

For each issue in the following Initial Study Checklist, discussion is provided in the pages after the checklist that summarizes the information used in making a determination as to potential significance. This analysis includes direct (onsite) impacts, indirect (offsite) impacts, and cumulative impacts (ones that could be significant when combined with other project's impacts). Both the City and the County Community Development/Planning and Public Works Departments were contacted to gather information on other cumulative projects that should be considered in conjunction with the proposed project (**Appendix B**).

The analysis evaluates both short term (construction) and long term (operational) effects of the project. Prior to undertaking this evaluation, several City, County, and State resource agencies were consulted regarding impacts to resources for which they are responsible for regulating. Agencies that responded to this request for information are listed below. The actual responses are appended to this Initial Study (**Appendix C**).

- California Department of Fish and Wildlife (CDFW)
- Ventura County Watershed Protection District (VCWPD), Water and Environmental Resources Division
- VCWPD, Planning and Regulatory Division
- VCWPD, Groundwater Section
- City of Camarillo
- Ventura County Air Pollution Control District (VCAPCD)
- County of Ventura Public Works Agency

# 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-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 | | |
| **Land Use:** | 25. Community Character | | X | | | | X | | |
| | 26. Housing | | 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 |
| **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 PS-M = Potentially Significant Impact unless Mitigation Incorporated

LS = Less than Significant PS = Potentially Significant Impact

FEMA = Federal Emergency Management Agency;

VCWPD = Ventura County Watershed Protection District

## 1. AIR QUALITY

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**Section 1.2.2 Air Quality Policies**<br><br>**1. *Discretionary development* that is inconsistent with the Air Quality Management Plan (AQMP) shall be prohibited, unless overriding considerations are cited by the decision-making body.**<br><br>**2. The air quality impacts of *discretionary development* shall be evaluated by use of the Guidelines for the Preparation of Air Quality Impact Analysis.**<br><br>**3. *Discretionary development* that would have a significant adverse air quality impact shall only be approved if it is conditioned with all reasonable mitigation measures to avoid, minimize or compensate (offset) for the air quality impact. Developers shall be encouraged to employ innovative methods and technologies to minimize air pollution impacts.**<br><br>**4. The County Air Pollution Control District will continue to monitor and comment on *discretionary development* requests under City, State and/or Federal jurisdiction, to help ensure that they do not significantly impact air quality in Ventura County.**<br><br>**5. *Development* subject to APCD permit authority shall comply with all applicable APCD rules and permit requirements, including the use of best available control technology (BACT) as determined by the APCD.** | ***Circulation Element (2014)***<br><br>**Policy 1.3.1: The City shall estimate air quality impacts of motor vehicle trips generated by land use changes in accordance with VCAPCD guidelines.**<br><br>**Policy 1.3.3: New development shall mitigate air quality impacts, based on the amount of emissions that must be reduced to bring the project below the thresholds established by the VCAPCD, through contribution of funds toward a Transportation Demand Management (TDM) plan.**<br><br>***Open Space and Conservation Element (2006*)**<br><br>**It is the city's goal to continue to support the adopted strategies and methods of the County's AQMP and implement measures on its own to help maintain acceptable air quality.** |

*Threshold of Significance Criteria*

In accordance with the Ventura County General Plan and the Ventura County Administrative Supplement to the CEQA Guidelines, all County agencies, departments and special districts shall utilize the air quality assessment guidelines as adopted and periodically updated by the 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*

***Less than Significant.*** In September 2015, the VCAPCD reviewed the proposed development project and conducted a CalEEMod air emissions modeling run. Based on this run, the proposed project's air quality emissions will be 2 lbs per day of ROC and 4.7 lbs per day of NOx, which is below the 25 lbs per day thresholds. Therefore, the project will not have a significant impact on regional air quality (see VCAPCD letter and CalEEMod printouts, **Appendices C** and **E**).

The project will be required to 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 by the use of 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 onsite 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 onsite activities and operations from being a nuisance or hazard, either offsite or onsite;

- Construction equipment shall not have visible emissions, except when under load; and

- 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.

- 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

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**1.3.2 Water Resources Policies**<br><br>**1. *Discretionary development* which is inconsistent with the goals and policies of the County's Water Management Plan shall be prohibited, unless overriding considerations are cited by the decision-making body.**<br><br>**2. *Discretionary development* shall comply with all applicable County and State water regulations.**<br><br>***4. Discretionary development* shall not significantly impact the quantity or quality of water resources within watersheds, groundwater recharge areas, or groundwater basins.** | ***Open Space and Conservation Element (2006)***<br><br>• **The City will protect the watershed, groundwater sources, fresh water treatment, storage and distribution system, and wastewater collection and treatment system from contamination and damage.**<br><br>• **The City falls under the Ventura Countywide Stormwater Quality Management Program, which requires the National Pollutant Discharge Elimination System (NPDES) be applied to new projects to maintain water quality. Protection will be afforded surrounding areas from groundwater contamination and landslide damage from septic systems.** |
| **The Watersheds Coalition of Ventura County's *Integrated Regional Water Management Plan* (IRWMP) (2014) also contains the following goals:**<br><br>• **Reduce dependence on imported water and protect, conserve, and augment water supplies.**<br><br>• **Protect and improve water quality.** | **In 2014, the City approved Resolution No. 2014-71, which declared a Stage 2 Water Supply Alert; subsequently, all City water customers must comply with the City's Water Conservation Ordinance No. 14.12. Under this ordinance, in order 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.**<br><br>**City Resolution No. 2015-10 was approved in November 2015. Under this resolution, Ordinance No. 1117 was also adopted, which amends and restates Chapter 14.14 of the City Code as it relates to water conservation in landscaping to incorporate the recent updates to the State Model Water Efficient Landscape Ordinance per State of California Executive Order B-29-15.** |

### 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.

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's 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 of Camarillo, which gets part of its water from groundwater resources (i.e., the Fox Canyon Aquifer System). However, in order 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. Therefore, the proposed project's water use will be offset by replacing existing water fixtures (normal water flow volume urinals, toilets, and faucets) with low flow water use fixtures within other existing airport-maintained facilities. The project will not result in a 1.0-acre-foot increase in groundwater extraction and is consistent with the County General Plan policies and IRWMP goals listed above.

Future development on the commercial hangar area provided by the proposed project will also need to hook-up to the water infrastructure being provided by the project. This future development of the project site by a future developer will also be required to provide a water impact study and offsets, as required by the City.

**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.

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 proposed development will collect the site's stormwater runoff, pretreat the flows to reduce the sediment load and maintain the infiltration rate, and then route the flows through underground infiltration/detention basins. The proposed drainage design also includes BMPs to improve water quality and mitigate potential water quality impacts caused by land development. The runoff from the project site will be collected and conveyed through gutters and directed to inlets containing catch basin inserts where pretreatment, such as removal of trash, debris, and coarse sediment, will occur. The proposed system and required Drainage Study will be reviewed by the VCWPD to ensure that the quality of the water allowed to percolate into the ground meets County and State standards.

Although no maintenance activities will be allowed within the County-owned hangars, any refueling of aircraft or vehicles, as well as any future maintenance activities that might be allowed within the future commercial hangars, will be subject to VCWPD requirements per an approved Vehicle and Equipment Maintenance Area Plan. This plan will be submitted to the VCWPD for review and approval, as appropriate, prior to the issuance of a Zoning Clearance for use inauguration (see VCWPD, Groundwater Section letter, **Appendix C**).

The project's only use of groundwater is via the City's approved water suppliers.

### 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.

In addition, in accordance with 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., onsite detention/retention is required).

*Impact Analysis*

***Less than Significant.*** Water for the proposed project will be obtained from the City of Camarillo. However, in order 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. Therefore, the proposed project's water use will be offset by replacing existing water fixtures (normal water flow volume urinals, toilets, and faucets) with low flow water use fixtures within other existing airport-maintained facilities.

Future development on the commercial hangar area provided by the proposed project will also need to hook-up to the water infrastructure being provided by the project. This future development of the project site by a private developer shall also provide a water impact study and offsets, as required by the City.

As described in Section A, *Preliminary Drainage Plans*, the proposed project includes two underground infiltration basins sized to reduce the proposed project's maximum peak discharge to the existing 10-year storm event. Thus, the project will meet the requirements of VCWPD Ordinance W-2. No new drainage connections to the Camarillo Hills Drain or other VCWPD jurisdictional channels are proposed.

### 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 permit or any other NPDES permits.

*Impact Analysis*

***Less than Significant.*** The proposed project will create approximately 10.1 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 the use of 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 required 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. The runoff from the project site will be collected and conveyed through gutters and directed to inlets containing catch basin inserts where pretreatment, such as removal of trash, debris, and coarse sediment will occur. The catch basin inserts are expected to remove 80 percent of the TSS for the entire site and may include absorbent pouches to remove floating oils and grease.

In addition, to ensure compliance with the Los Angeles Regional Water Quality Control Board's (RWQCB) NPDES Municipal Stormwater Permit (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) (2011). The airport is also required to comply with the requirements of the State's NPDES General Industrial Stormwater Permit (No. CAS00001) (see VCWPD, Water & Environmental Resources Division and VCWPD, Planning and Regulatory Division letters, **Appendix C**).

The following conditions of approval will be required by both the County Department of Airports and the VCWPD for future development.

- 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 onsite and any accidental spills shall be promptly cleaned up.

- The County Department of Airports shall meet the requirements of the NPDES permitting program and VCWPD, by submitting the documentation requested in the VCWPD, Water & Environmental Resources Division letter (**Appendix C**):

- 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 County Department of Airports 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 County Department of Airports shall properly file all compliance documents required under the State's General Construction Stormwater Permit (No. CAS000002); and

- The County Department of Airports shall properly file all compliance documents required under the State's NPDES General Industrial Stormwater Permit (No. CAS000001).

## 3. MINERAL RESOURCES

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**1.4.2 Mineral Resources Policies**<br><br>**6. All General Plan amendments, zone changes, and discretionary developments shall be evaluated for their individual and cumulative impacts on access to and extraction of recognized mineral resources, in compliance with the *California Environmental Quality Act*.**<br><br>**8. *Discretionary development* within a Mineral Resource Area (see Resource Protection Map) shall be subject to the provisions of the Mineral Resource Protection (MRP) Overlay Zone, and is prohibited if the use will significantly hamper or preclude access to or the extraction of mineral resources.** | ***Open Space and Conservation Element (2006)***<br><br>• **To provide for managed resource production of sand, gravel, oil, gas, and other minerals of economic value. To conserve valuable materials, groundwater recharge land, watershed and reservoir sites.** |

### 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 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.*** The proposed project is located solely within the boundaries of the Camarillo 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 General Plan Resource Protection Map (2010) 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.

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*.** The airport is located within an area identified by the County as a petroleum field within the General Plan Resources Appendix, Petroleum Resources Map (Figure 1.4.7) (County of Ventura 2011). However, no petroleum extraction occurs within airport property. Since the proposed project is located solely within the boundaries of the airport, no impacts to either petroleum extraction or access to oil resources will occur.

## 4. BIOLOGICAL RESOURCES

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**1.5.2 Biological Resource Policies**<br><br>**1. *Discretionary development* which could potentially impact *biological resources* shall be evaluated by a qualified biologist to assess impacts and, if necessary, develop mitigation measures.**<br><br>***2. Discretionary development* shall be sited and designed to incorporate all feasible measures to mitigate any significant impacts to *biological resources*. If the impacts cannot be reduced to a less than significant level, findings of overriding considerations must be made by the decision-making body.**<br><br>***3. Discretionary development* that is proposed to be located within 300 feet of a marsh, small wash, intermittent lake, intermittent stream, spring, or perennial stream (as identified on the latest USGS 7½ minute quad map), shall be evaluated by a County approved biologist for potential impacts on *wetland* habitats. *Discretionary development* that would have a significant impact on significant *wetland* habitats shall be prohibited, unless mitigation measures are adopted that would reduce the impact to a less than significant level; or for lands designated "Urban" or "Existing Community," a statement of overriding considerations is adopted by the decision-making body.**<br><br>**4. Discretionary development shall be sited a minimum of 100 feet from significant *wetland* habitats to mitigate the potential impacts on said habitats. Buffer areas may be increased or decreased upon evaluation and recommendation by a qualified biologist and approval by the decision-making body. Factors to be used in determining adjustment of the 100-foot buffer include soil type, slope stability, drainage patterns, presence or absence of endangered, threatened or rare plants or animals, and compatibility of the proposed development with the wildlife use of the wetland habitat area. The requirement of a buffer (setback) shall not preclude the use of replacement as a mitigation when there is no other feasible alternative to allowing a permitted use, and if the replacement results in no net loss of wetland habitat. Such replacement shall be "in kind" (i.e., same type and acreage), and provide wetland habitat of comparable biological value. Onsite replacement shall be preferred wherever possible. The replacement plan shall be developed in consultation with California Department of Fish and Game.** | **The City of Camarillo does not have specific policies related to biological resources.** |
| **The Watersheds Coalition of Ventura County's IRWMP (2014) also contains the following goal:**<br><br>• **Protect and restore habitat and ecosystems in watersheds.** | |

*Threshold of Significance Criteria*

The ISAG contains numerous project and cumulative impact thresholds for specific biological resource areas. According to the ISAG, the threshold criteria listed for Project Impact Thresholds are used to determine whether cumulative impacts are significant. The evaluation of cumulative impacts must consider both the project and other projects causing related impacts.

Since the project site contains only disturbed habitat areas 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: [1]

Species Thresholds. A project will have a direct or indirect physical impact to a plant or animal species if a project, directly or indirectly:

(a) reduces a species' population,
(b) reduces a species' habitat,
(c) increases habitat fragmentation, or
(d) restricts reproductive capacity.

The determination of whether a project's impact is significant or not shall be based on both the current conservation status of the species affected and the severity or intensity of the impact caused by the project.

The following types of impacts have been evaluated for the proposed project based on the results of the Biological Resources Survey Report completed for the project site (**Appendix D**).

- Impacts that would threaten the viability of a habitat that sustains a population of a *special-status species.*

- Impacts that would restrict reproductive capacity of a *special-status species*.

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

- Increases in noise and/or nighttime lighting to a level above ambient levels that would adversely affect a *special-status species*.

- Increases in human access, predation or competition from domestic animals, pests or exotic species, or other indirect impacts, to levels that would adversely affect *special-status species*.

- Impacts severe enough to substantially reduce the habitat of a wildlife species or cause a wildlife population to decline substantially or drop below self-sustaining levels, pursuant to Section 15065 of the CEQA Guidelines, Mandatory Findings of Significance.

Ecological Communities Thresholds. Sensitive Plant Communities and ESHA do not apply.

b. Waters and Wetlands Thresholds - No project activities will occur within waters or wetlands. Therefore, only the following threshold applies:

[1] See Section 2.1 and Appendix A of the Biological Resources Survey Report (**Appendix D**) for discussion of the special-status species evaluated in this Initial Study. Special-status species were defined as those that are of management concern to Federal, State, and local natural resource agencies.

- 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.

A significant direct project impact to waters and wetlands is considered to be a cumulatively considerable impact, unless mitigated to a less than significant project-specific level.

Habitat Connectivity Threshold. Does not apply. The project site does not function as a significant movement corridor for wildlife due to existing airport operations and maintenance, the poor quality of habitat (ruderal, disturbed), and existing perimeter fences that block the airport from any areas of higher quality habitat located off the airport.[2]

*Impact Analysis*

***Potentially Significant unless Mitigation Incorporated.*** The project area is approximately 70 feet above mean sea level (msl) with relatively flat topography and little native vegetation. In August 27, 2015, field biologists conducted a reconnaissance of the project area and adjacent areas within approximately 250 feet of the project area for a total Biological Study Area (BSA) of 47.3 acres. A Biological Resources Survey Report was then prepared to identify federally protected species that might be affected by the proposed project, as well as other special-status species due to their protection under State law or local regulations (**Appendix D)**.

Species. Forty-five special-status plant species were identified within a United States Geological Survey (USGS) eight-quadrangle area, based on a California Natural Diversity Database (CNDDB) species list and an official United States Fish and Wildlife (USFWS) species list for the BSA (refer to **Appendix D**, Table A-1). None of the 45 species listed in these databases were observed or determined to have potential to occur within the BSA based on the disturbed/plowed conditions observed during surveys. Plants listed on the Ventura County Planning Division 2014 Locally Important Plant List were also reviewed for potential occurrence in the BSA and are not present. No impacts to special-status plant species are expected to occur during implementation of the proposed project.

Sixty-eight wildlife species were included in the eight-quadrangle area, based on a CNDDB species list, as well as an official USFWS species list for the BSA (refer to **Appendix D**, Table A-2). The 68 wildlife species include two gastropods, two branchiopods, six invertebrates, five fishes, two amphibians, six reptiles, 39 bird species, and six mammalian species. A northern harrier (*Circus cyaneus)* was observed during surveys of the BSA and is also included in Table A-2 (69 total species) since this species is considered a California SSC. Animals listed on the Ventura County Planning Division 2014 Locally Important Animal List were also reviewed for potential occurrence in the BSA and necessary habitat features and/or indications of species were not present.

[2] Although wildlife, such as coyote, may occasionally burrow under the airport's perimeter fence and cross airport property, the airport actively attempts to prevent such wildlife movement per FAA Advisory Circular 150/5200-33B, *Hazardous Wildlife Attractants On or Near Airports*.

Based on the results of the background research and field surveys, it was determined to be unlikely for most of the special-status wildlife species identified during the background research to occur within the BSA and surrounding vicinity due to the lack of suitable habitat conditions (refer to **Appendix D** for discussion of potential to occur). However, migratory bird species may nest and forage within the BSA.

For example, burrowing owl (*Athene cunicularia*), an SSC, has the potential to forage within the BSA during the winter months. The burrowing owl prefers open grasslands, prairies, and occasionally open areas, such as vacant lots, and spends the majority of time on the ground or on low perches and nests in abandoned burrows. There are three known occurrences of the burrowing owl at the airport, according to CNDDB records, although none of these occurrences were located within the BSA. No evidence of burrow occupation was observed within the BSA during the August 2015 field survey, and the BSA contains only marginal habitat due to its disturbed nature.

California horned lark (*Eremophila alpestris actia*) was not observed during the field survey, but suitable foraging and nesting habitat (i.e., short grass prairies, coastal plains, and fallow fields) is present within the BSA. The habitat is, however, only marginal due to its disturbed nature. As previously mentioned, northern harrier was observed during the field survey and marginal foraging habitat is present within the BSA. Suitable nesting substrate (i.e., shrubby vegetation) for northern harrier is not present within the BSA.

In summary, although development of the hangar project and associated facilities would 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.

In addition, no significant cumulative impacts to special-status species habitat will result from other projects on the cumulative project list contained in **Appendix B** in conjunction with the proposed project. Most of the cumulative projects are either pavement, building, or other infrastructure improvements, or infill of existing residential or commercial areas and would not have significant adverse effects on special-status species habitat. Potential project-specific or cumulative impacts to special-status species' habitat and the reproductive capacity of special-status avian species are less than significant.

Since 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 are incorporated into the project as mitigation.

<u>Ecological Communities</u>. As shown in **Exhibit B1**, the BSA contains approximately two acres of disturbed annual brome grassland, 10.9 acres of ruderal habitat, and 34.4 acres of developed land.

The annual brome grassland is primarily located in a shallow swale along the north edge of the BSA and in areas that are not mowed or disked regularly. Vegetation within this habitat type consists primarily of nonnative and naturalized ruderal species. Grasses observed dominating this community include rip-gut brome (*Bromus diandrus*) and soft chess (*Bromus hordeaceus*), as well as a significant component of wild oats (*Avenu barbata*), barley (*Hordeum vulgare*), crab grass (*Digitaria sanguinalis*), and salt grass (*Distichlis spicata*). Other plant species identified within this habitat type include tumble weed (*Salsola tragus*), bird's foot trefoil (*Lotus corniculatus*), five horn bassia (*Bassia hussopifolia*), bindweed (*Convolvulus arvensis*), black mustard (*Brassica nigra*), alkali mallow (*Malva leprosa*), tumble pigweed (*Amaranthus albus*), Russian knapweed (*Acroptilon repens*), and short-pod mustard (*Hirschfeldia incana*).

Ruderal vegetation is widespread at the airport and is the result of regular mowing and high traffic use. Within the BSA, ruderal areas are located outside a drainage channel in the infield between the taxiways and the runway, and in the northeast corner of the property. 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.

Developed habitat within the BSA includes paved taxiways, runways, and roadways, as well as buildings, structures, and aircraft hangars. The developed habitat provides limited resources for wildlife species tolerant of human activities and development. Although much of the developed area is devoid of vegetation, a few of the ruderal grasses and forbs similar to those observed in ruderal and annual brome grassland habitat were observed along the margins of developed areas.

Natural communities of concern documented in the CNDDB search of the Camarillo and seven surrounding USGS quadrangles include Coastal and Valley Freshwater Marsh, Southern Coast Live Oak Riparian Forest, Southern Coastal Salt Marsh, Southern Riparian Scrub, Southern Sycamore Alder Riparian Forest, Valley Needlegrass Grassland, and Valley Oak Woodland (refer to **Appendix D**, Table A-1). None of these sensitive communities occur within the BSA, and significant impacts will not occur.

<u>Waters and Wetlands</u>. According to the National Wetland Inventory, there are no mapped wetlands or water features within the BSA (USFWS 2015). The closest potential wetland habitat to the project site is along the bottom of the Camarillo Hills Drain, more than 100 feet north of the proposed project limits. This conclusion was verified in the field as part of the biological resources field survey conducted for the project site in August 2015. No wetland (hydrophytic) plant species, hydric soils, or indicators of wetland hydrology (e.g., ponded water, surface soil cracks, water marks, sediment or drift deposits, salt crust, or drainage patterns) were identified in the BSA.

No direct impacts to wetlands (or other jurisdictional waters) will occur as a result of the proposed project, and the project is 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.

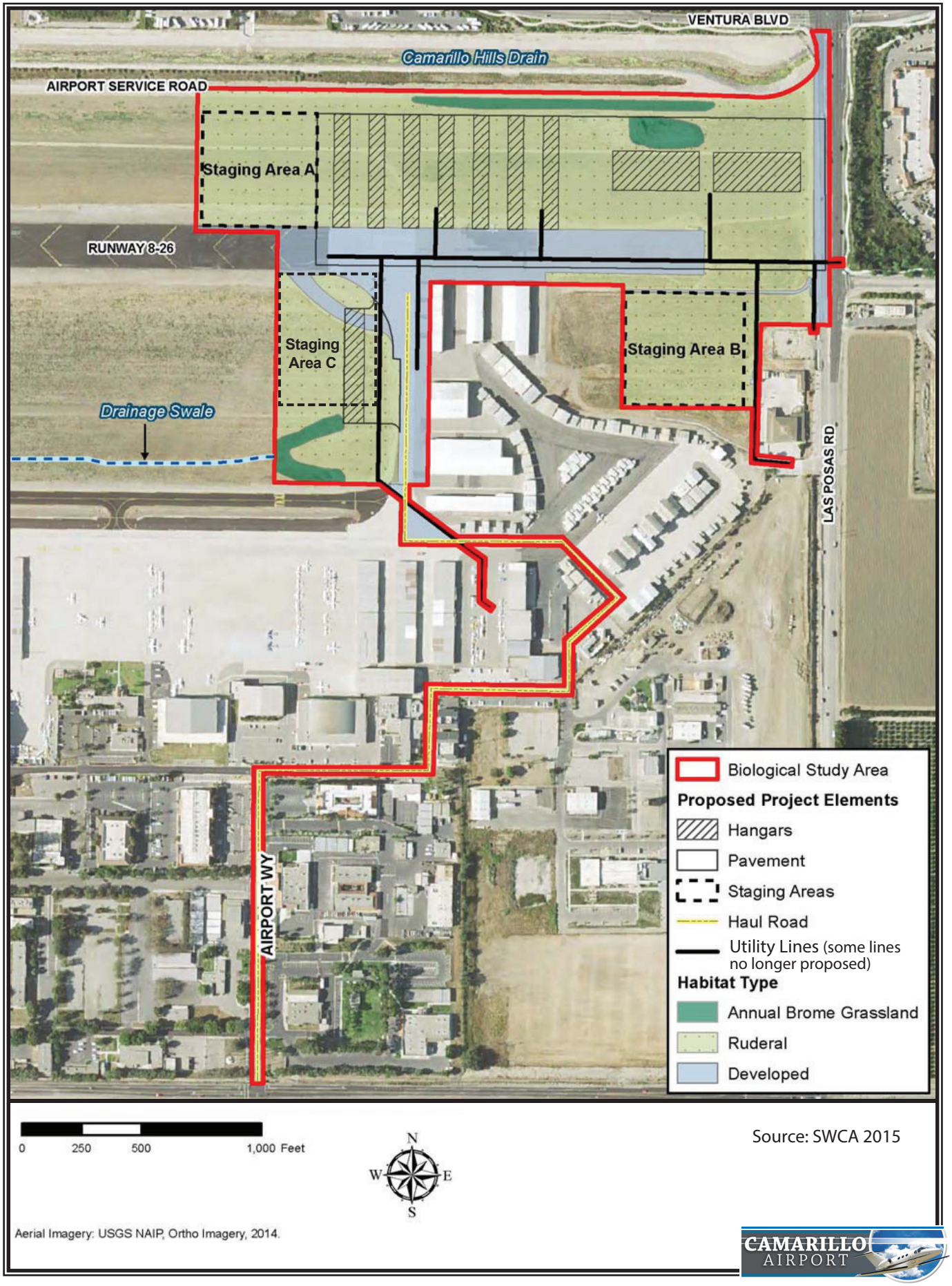



Exhibit B1
HABITAT WITHIN THE PROJECT AREA

*Mitigation Measures*

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. Pursuant to the CDFW comment letter for the proposed project dated September 16, 2015, (refer to **Appendix C**) and the project's Biological Resources Survey Report (**Appendix D**), 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. <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 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 onsite and any accidental spills shall be promptly cleaned up.

## 5. AGRICULTURAL RESOURCES

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**1.6.2 Farmland Resource Policies**<br><br>**1. *Discretionary development* located on land designated as Agricultural (see Land Use Chapter) and identified as *Prime Farmland* or *Farmland of Statewide Importance* on the State's Important Farmland Inventory, shall be planned and designed to remove as little land as possible from potential agricultural production and to minimize impacts on topsoil.**<br><br>***6. Discretionary development* adjacent to Agricultural-designated lands shall not conflict with agricultural use of those lands.** | ***Open Space and Conservation Element (2006)***<br><br>• **…To encourage the preservation of productive agricultural soils, including highly-fertile and specialty crop lands.**<br><br>• **To promote retention of agricultural uses where they do not interfere with and are not encroached upon by urban activity.**<br><br>• **To preserve existing agriculture in isolated areas, on floodplains, and unique areas capable of average or better-than-average crop yields.** |

### 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.*** The airport is not included within the County's Important Farmland Inventory because it is located within the City of Camarillo. The airport is also shown as Urban and Built-Up Land on the State Department of Conservation's Important Farmland Map (CDC 2014) and is designated as Public on the City's General Plan Land Use Map (City of Camarillo 2015). 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 offsite 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.*** The proposed project is located on the northeast corner of the airport and does not share a common lot line with farmland. It is bordered on the north by the Camarillo Hills Drain and commercial development within the City, on the east by Pleasant Valley Road and commercial development within the City, and on the south and west by the remainder of the airport. 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 (Ventura County 2010).

## 6. SCENIC RESOURCES

| *Ventura County* | *City of Camarillo* |
|---|---|
| **The *Ventura County General Plan Goals, Policies and Programs* (2015) includes policies related to visual resources. However, based on the County's Resource Protection Map (2010), there are no Scenic Resource Protection areas in proximity to the airport.** | ***Community Design Element (2012)***<br><br>**Scenic corridors identified in the Camarillo General Plan that are in proximity to the airport include both Las Posas Road and Pleasant Valley Road. The City's Community Design Element calls for beautifying the rights-of-way within these corridors and protecting and enhancing their view corridors, and contains detailed community design guidelines.** |

*Thresholds of Significance*

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):

- 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 of Camarillo'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 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 located in proximity to the project area.

The proposed hangar project will place the closest row of hangars approximately 875 feet west of Las Posas Road. The intervening area will contain approximately 75 feet of taxilane pavement and 800 feet of undeveloped open space. No inconsistencies with City Community Design objectives

for the scenic corridor along Las Posas Road will occur. The airport's visual appearance when viewed from Las Posas Road will not significantly change. The proposed project will not be visible from Pleasant Valley Road or other areas within the unincorporated County.

The proposed project will also provide space for the construction of approximately 81,000 sf of future commercial aviation development along Las Posas Road. The frontage along the road is approximately 500 feet. City Community Design Element policies applicable to this future development will be addressed by the environmental review required for future development proposals at the time they are being considered.

## 7. PALEONTOLOGICAL RESOURCES

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**1.8.2 Paleontological Resource Policies**<br><br>***1. Discretionary developments* shall be assessed for potential *paleontological* and *cultural resource* impacts, except when exempt from such requirements by CEQA. Such assessments shall be incorporated into a Countywide paleontological and cultural resource data base.**<br><br>***2. Discretionary development* shall be designed or re-designed to avoid potential impacts to significant *paleontological* or *cultural resources* whenever possible. Unavoidable impacts, whenever possible, shall be reduced to a less than significant level and/or shall be mitigated by extracting maximum recoverable data. Determinations of impacts, significance and mitigation shall be made by qualified archaeological (in consultation with recognized local Native American groups), historical or paleontological consultants, depending on the type of resource in question.**<br><br>**3. Mitigation of significant impacts on *cultural* or *paleontological resources* shall follow the Guidelines of the State Office of Historic Preservation, the State Native American Heritage Commission, and shall be performed in consultation with professionals in their respective areas of expertise.** | ***Open Space and Conservation Element (2006)***<br><br>• **… To preserve archaeological sites and geological features of note.** |

*Threshold of Significance*

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:

- 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*.** Based on the USGS Geologic Map of the Camarillo 7.5' Quadrangle (2004), the proposed project site, as well as most of the airport, is underlain by alluvial fan deposits of the Holocene geologic age (**Exhibit B2**). 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 in the ISAG.

## 8. CULTURAL RESOURCES

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**1.8.2 Cultural Resource Policies**<br><br>***1. Discretionary developments* shall be assessed for potential *paleontological* and *cultural resource* impacts, except when exempt from such requirements by CEQA. Such assessments shall be incorporated into a Countywide paleontological and cultural resource data base.**<br><br>***2. Discretionary development* shall be designed or re-designed to avoid potential impacts to significant *paleontological* or *cultural resources* whenever possible. Unavoidable impacts, whenever possible, shall be reduced to a less than significant level and/or shall be mitigated by extracting maximum recoverable data. Determinations of impacts, significance and mitigation shall be made by qualified archaeological (in consultation with recognized local Native American groups), historical or paleontological consultants, depending on the type of resource in question.**<br><br>**3. Mitigation of significant impacts on *cultural* or *paleontological resources* shall follow the Guidelines of the State Office of Historic Preservation, the State Native American Heritage Commission, and shall be performed in consultation with professionals in their respective areas of expertise.**<br><br>**4. Confidentiality regarding locations of archaeological sites throughout the County shall be maintained in order to preserve and protect these resources from vandalism and the unauthorized removal of artifacts.**<br><br>**5. During environmental review of *discretionary development,* the reviewing agency shall be responsible for identifying sites having potential archaeological, architectural, or historical significance, and this information shall be provided to the County Cultural Heritage Board for evaluation.**<br><br>**6. The Building and Safety Division shall utilize the State Historic Building Code for preserving historic sites in the County.** | ***Open Space and Conservation Element (2006)***<br><br>• **… To preserve archaeological sites and geological features of note.** |

CALIFORNIA GEOLOGICAL SURVEY
MICHAEL S. REICHLE, ACTING STATE GEOLOGIST

STATE OF CALIFORNIA- ARNOLD SCHWARZENEGGER, GOVERNOR
THE RESOURCES AGENCY- MICHAEL CHRISMAN, SECRETARY FOR RESOURCES
DEPARTMENT OF CONSERVATION- DARRYL YOUNG, DIRECTOR

Prepared in cooperation with the U.S. Geological Survey,
Southern California Areal Mapping Project

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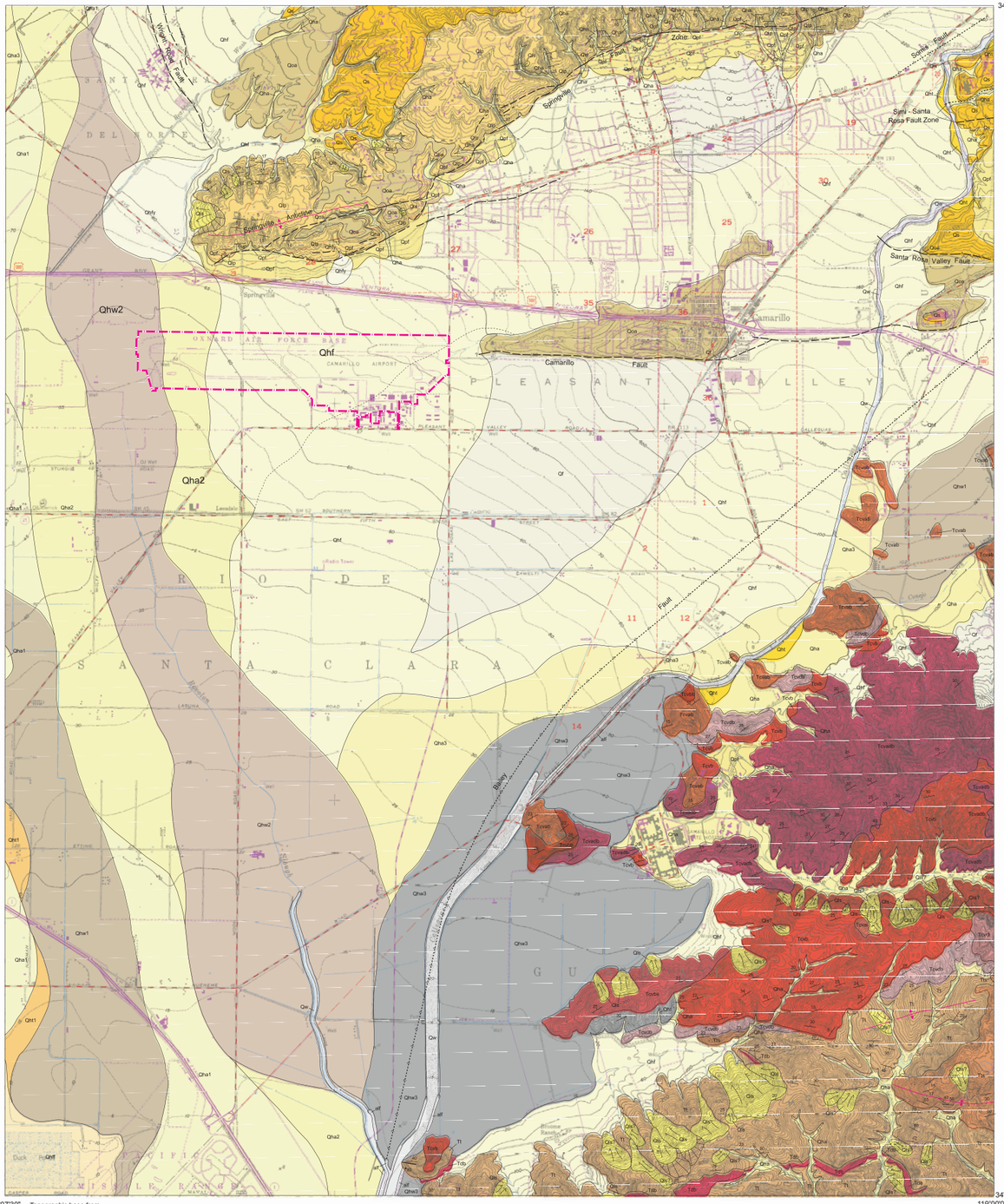
Virgin Rock Fault
Springville
Santa Rosa Fault Zone
Santa Rosa Valley Fault
Camarillo Fault
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Springville Anticline
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### a. Archaeological

*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 (PRC §5020.1[j]), or if it meets the criteria for listing on the California Register of Historic Resources (CRHR) (14 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]).

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***. In August 2015, a cultural resource records search and intensive pedestrian field survey were conducted by a qualified archaeologist to determine the presence or lack of cultural resources within the project's Area of Potential Effect (APE). Based on the findings of this study, no cultural resources were identified within or adjacent to the project area. The project area has been previously disturbed during development of the airport and approximately 25 percent of the project area is paved or built over.

The resultant cultural resources report is on file with the County Department of Airports and the South Central Coast Information Center at California State University, Fullerton. 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. No further cultural resources work is recommended for the proposed project, aside from standard protocols for the unanticipated discovery of cultural resources, including human remains. In the event that cultural resources are exposed during project implementation, work should stop in the immediate vicinity, and an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards (National Park Service 1983) should 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.)

*Impact Analysis*

***No Impact***. As previously stated under Cultural Resources - Archaeological, a cultural resource records search and intensive pedestrian field survey were conducted by a qualified archaeologist to determine the presence or lack of cultural resources, including historical resources, within the project area. Based on the findings of this study, no historical resources were identified within or adjacent to the project area.

The resultant cultural resources report is on file with the County Department of Airports and the South Central Coast Information Center at California State University, Fullerton. 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.

### c. Tribal Cultural Resources

*Threshold of Significance Criteria*

Assembly Bill (AB) 52 recently 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.*** As previously stated under Cultural Resources - Archaeological, a cultural resource records search and intensive pedestrian field survey were conducted by a qualified archaeologist to determine the presence or lack of cultural resources, including historical resources, within the project area. Based on the findings of this study, no cultural resources, including 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 this Initial Study 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. One of the two contacts requested that a Native American monitor be present during construction, but did not provide information regarding known tribal cultural sites or other evidence of tribal cultural resources specific to the project area. 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 would be treated as required by CEQA Guidelines §15064.5 (d, e) and PRC §5097.98.

## 9. COASTAL BEACHES AND SAND DUNES

*Applicable General Plan Goals and Policies/Threshold of Significance Criteria*

None. The airport and proposed project site are not located within the California Coastal Zone.

*Impact Analysis*

***No Impact***. The project area is located approximately eight miles east of the Pacific Ocean at its closest point.

## 10. FAULT RUPTURE HAZARD

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**2.2.2 Fault Rupture Policies**<br><br>**1. Detailed geologic investigations performed by Certified Engineering Geologists are required for all proposed habitable structures in Earthquake Fault Hazard Zones as defined by the *Alquist-Priolo Earthquake Fault Zoning Act*. Development will not be allowed unless the investigation confirms that the proposed habitable structures are not subject to fault rupture hazard. Proposed developments that are located at the ends of the Earthquake Fault Hazard Zones may be required, at the discretion of the Public Works Agency Certified Engineering Geologist, to be evaluated for earthquake fault rupture hazards.**<br><br>**2. No habitable structures shall be located across or on any active fault zone as defined by the *Alquist-Priolo Earthquake Fault Zoning Act*. Furthermore, no habitable structures shall be located within 50 feet of the mapped trace of an active fault unless an appropriate geologic investigation and report demonstrates that the site is not subject to a fault rupture hazard.**<br><br>**3. All development projects involving construction within Earthquake Fault Hazard Zones (as depicted on the State of California, Earthquake Fault Hazards Map for County of Ventura; Figure 2), shall be reviewed by the Public Works Agency Certified Engineering Geologist in accordance with the requirements of the *Alquist-Priolo Earthquake Fault Zoning Act* and the policies and criteria established by the State pursuant to said Act.**<br><br>**4. Land in Earthquake Fault Hazard Zones and potentially active fault areas should, where feasible, be designated Open Space or Agriculture on the General Land Use Maps.**<br><br>**5. Roads, streets, highways, utility conduits, and oil and gas pipelines, shall be planned to avoid crossing active faults where feasible. When such location is unavoidable, the design shall include measures to reduce the effects of any fault movement as much as possible.**<br><br>**6. No new essential facilities, special occupancy structures, or hazardous materials storage facilities shall be located within active fault zones unless it can be adequately demonstrated that the facilities are not subject to fault rupture hazard.** | ***Safety Element (2013)***<br><br>• **Policy SAF-2.2a: Review development projects involving construction within Earthquake Fault Hazard Zones (as depicted on the State of California, Earthquake Fault Hazards Map for County of Ventura in accordance with the requirements of the *Alquist-Priolo Earthquake Fault Zoning Act* and the policies and criteria established by the State).**<br><br>• **Policy SAF-2.2b: Consider the designation of land located within Earthquake Fault Hazard Zones and potentially active fault areas for less dense or intensive uses, such as Open Space or Agricultural, where feasible.**<br><br>• **Policy SAF-2.2c: Design roadways, streets, highways, utility conduits, and oil and gas pipelines, to avoid crossing active faults where feasible. When such location is unavoidable, the design should include measures to reduce the effects of any fault movement as much as possible.**<br><br>• **Policy SAF-2.2d: Locate new critical facilities, special occupancy structures, or hazardous materials storage facilities outside of active fault zones unless demonstrated that the facility is not subject to 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***. **Exhibit B3** shows the Alquist-Priolo Earthquake Fault Zone map for the City of Camarillo. The proposed project 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 Hazards Protection Map (County of Ventura 2005).

## 11. GROUND SHAKING HAZARD

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**2.3.2 Ground Shaking Policy**<br><br>**1. All structures designed for human occupancy shall incorporate engineering measures to mitigate against risk of collapse from ground shaking.** | ***Safety Element (2013)***<br><br>• **Policy SAF-2.2e: Continue to adopt the most current version of the California Building Code to ensure the use of the most up-to-date seismic requirements within the State of California.**<br><br>• **Policy SAF-2.2f: Require roadway engineering standards that meet or exceed seismic requirements of the California Building Code to reduce potential damage and maintain emergency access in the event of an earthquake.** |

*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***. As discussed in the ISAG, Ventura County lies within the active earthquake region of Southern California. Available geologic information indicates that the potential of strong ground shaking occurring over much of the County as a result of 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. 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 compliance with all State and local building laws and regulations.

## 12. LIQUEFACTION HAZARD

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**2.4.2 Liquefaction Hazard Policy**<br><br>**Prior to the issuance of building or grading permits for *essential facilities*, *special occupancy structures*, two-story single family residences, or *hazardous materials storage facilities* located within areas prone to *liquefaction*, a geotechnical report that includes a seismic analysis and evaluation of liquefaction in accordance with the State of California Guidelines shall be prepared in order to assess the liquefaction potential and provide recommendations for mitigation.** | ***Safety Element (2013)***<br><br>• **Policy SAF-2.2g: Require additional analysis for development within areas susceptible to secondary seismic impacts (liquefaction, landsliding, subsidence, etc.) to determine the potential risk to these hazards and identification of mitigation measures, to the satisfaction of the City Engineer or their designee.** |

*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.

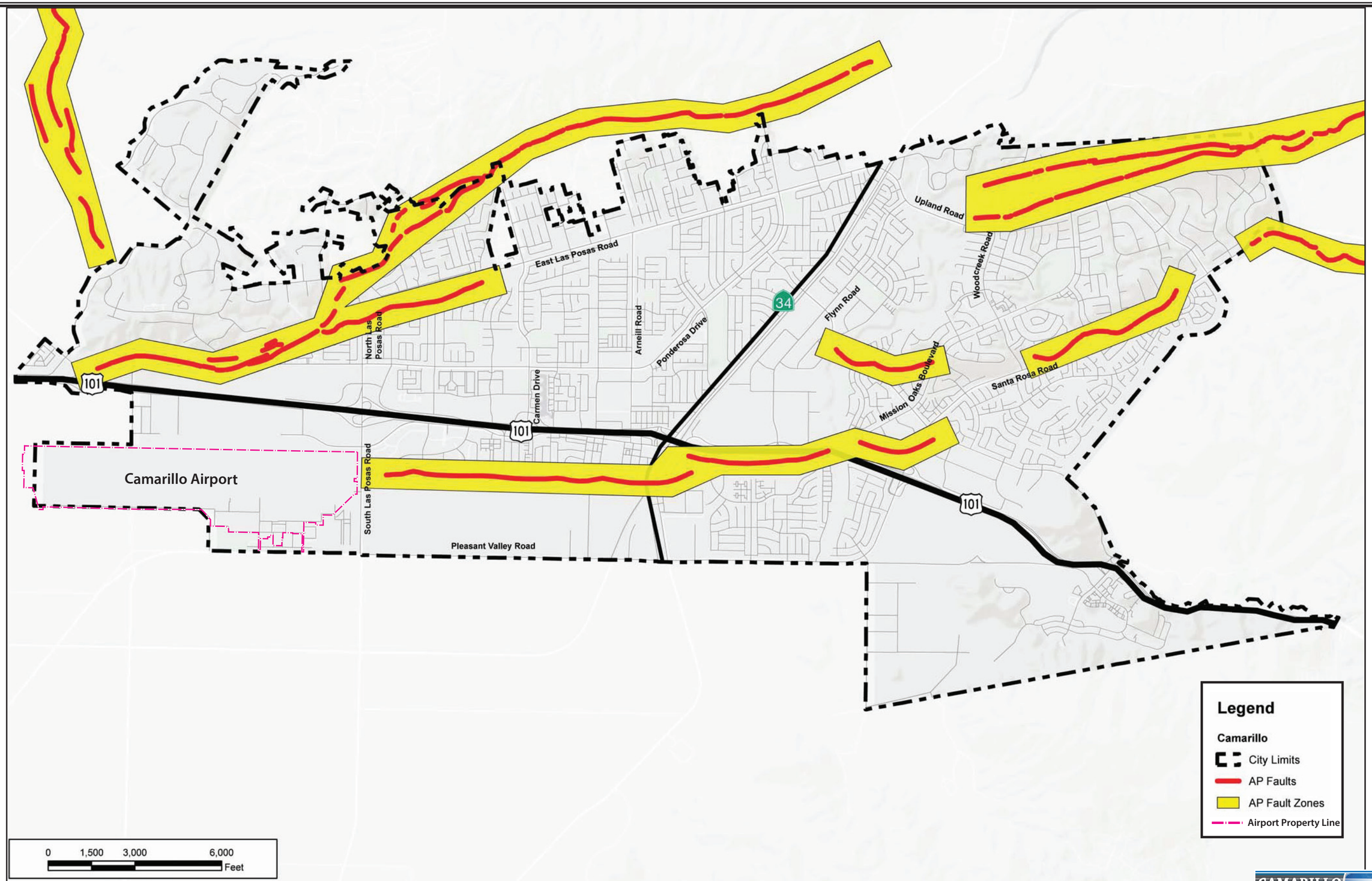
The hazards from liquefaction will affect each project individually, and no cumulative liquefaction hazard would occur as a result of other approved, proposed, or probable projects.

*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 GIS Map Library; City of Camarillo 2013). Therefore, the proposed project will be required to incorporate the recommendations of a geologic/geotechnical report that has evaluated the liquefaction potential of the site.

*Mitigation Measures*

Prior to project approval and final project design, a project-specific geologic/geotechnical report shall be prepared that has evaluated the liquefaction potential of the site. 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.




*Source: City of Camarillo Safety Element 2013*

Exhibit B3
ALQUIST-PRIOLO EARTHQUAKE FAULT ZONE MAP

## 13. SEICHE AND TSUNAMI HAZARD

*Applicable General Plan Goals and Policies*

None. The airport and proposed project site are not located within proximity of any coastal areas. According to the County's General Plan Hazards Appendix (2013), the actual threat that is posed by seiches in Ventura County is small and no Seiche Hazard Area map has been prepared.

*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 GIS Map Library).

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*.** 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 project study area is located approximately 500 feet northeast of two water holding ponds totaling approximately 16 acres. The surface of these ponds is approximately the same elevation as the east side of the proposed project site and approximately ten feet higher than the west end of the proposed project site. However, the actual threat that is posed by seiches in Ventura County is small and no Seiche Hazard Area map has been prepared. The potential for hazards on the project site from a seiche during a seismic event is less than significant.

## 14. LANDSLIDES/MUDFLOW HAZARD

*Applicable General Plan Goals and Policies*

None. The airport and proposed project site are not located within proximity to any hillside areas or County Mapped Landslides or Potential Earthquake Induced Landslide Hazard Areas (County GIS Map Library). The project site itself, as well as the entire airport, is relatively flat and surrounded by the Oxnard Plain.

*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*.** 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.

## 15. EXPANSIVE SOILS HAZARD

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**2.8.2 Expansive Soils Hazard Policies**<br><br>**1. Construction must conform to established standards of the Ventura County Building Code, adopted from the California Building Code.**<br><br>**2. A geotechnical report, prepared by a registered civil engineer and based upon adequate soil testing of the materials to be encountered at the sub-grade elevation, shall be submitted to the County Surveyor, Environmental Health Division, and Building and Safety for every applicable subdivision and Building Permit application (as required by the California Building Code).**<br><br>**3. No *habitable structures* or *individual sewage disposal systems* shall be placed on or in expansive soils unless suitable mitigation measures to prevent the adverse effect of these conditions are incorporated into the project.** | ***Safety Element (2013)***<br><br>• **Policy SAF-2.1a: Minimize geologic hazards by identifying and addressing potential hazards during the planning and engineering of proposed development and/or improvement projects.**<br><br>• **Policy SAF-2.1b: Require the preparation of a geologic/geotechnical investigation (performed by a Certified Engineering Geologist and/or Geotechnical Engineer) for all new development or redevelopment projects located in areas of potential hazards. That investigation should include adequate analysis and appropriate mitigation of potential hazards to the satisfaction of the City Engineer or their designee. Special consideration should be given to terrain, soils, slope stability, and erosion issues, where applicable.** |

*Threshold of Significance Criteria*

The determination of a significant soils 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.*** The project site has not yet been evaluated using a specific expansion index test for analyzing soils for building construction purposes. However, based on the County Expansive Soils Map, the entire area contains "Medium Expansive Soils" (County GIS Map Library). Standard building techniques, such as replacing the building area soil with imported non-expansive soil, fixing the soil using a lime treatment, or providing bigger building foundations with more reinforcement, will be used to mitigate soil conditions to levels less than significant.

*Mitigation Measures*

Onsite soil conditions will be fully evaluated and appropriate mitigative techniques recommended as part of a site-specific geologic technical report. 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.

## 16. SUBSIDENCE HAZARD

| ***Ventura County*** | ***City of Camarillo*** |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**2.9.2 Subsidence Hazard Policy**<br><br>**2. Structural design of buildings and other structures shall recognize the potential for hydro-compaction *subsidence* and provide mitigation recommendations for structures that may be affected.** | ***Safety Element (2013)***<br><br>• **Policy SAF-2.1a: Minimize geologic hazards by identifying and addressing potential hazards during the planning and engineering of proposed development and/or improvement projects.**<br><br>• **Policy SAF-2.1b: Require the preparation of a geologic/geotechnical investigation (performed by a Certified Engineering Geologist and/or Geotechnical Engineer) for all new development or redevelopment projects located in areas of potential hazards. That investigation should include adequate analysis and appropriate mitigation of potential hazards to the satisfaction of the City Engineer or their designee. Special consideration should be given to terrain, soils, slope stability, and erosion issues, where applicable.**<br><br>• **Policy SAF-2.2g: Require additional analysis for development within areas susceptible to secondary seismic impacts (liquefaction, landsliding, subsidence, etc.) to determine the potential risk to these hazards and identification of mitigation measures, to the satisfaction of the City Engineer or their designee.** |

*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*.** The project site soils have not yet been fully evaluated for building construction purposes; however, the proposed project site is located within the Estimated Subsidence Boundary of the County's Probable Subsidence Zones Map (County GIS Map Library). Standard building techniques will be used to mitigate subsidence soil conditions to levels less than significant.

*Mitigation Measures*

Onsite soil conditions will be fully evaluated and appropriate mitigative techniques recommended as part of a site-specific geologic technical report. 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.

## 17. HYDRAULIC HAZARDS

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**2.10.2 Flood Hazards Policies**<br><br>**1. Land use in the *regulatory floodway* should be limited to open space, agriculture, or passive to low intensity recreational uses, subject to the approval of the County Public Works Agency. The *floodway*'s principal use is for safely conveying floodwater away from people and property.**<br><br>**2. Within areas subject to flooding as determined by the Federal Emergency Management Agency on the latest available Digital Flood Insurance Rate Maps (DFIRMs), the County shall require the recordation of a *Notice of Flood Hazard* or dedication of a *flowage easement* with the County Recorder for all divisions of land and *discretionary permits*.**<br><br>**3. Development proposed within the floodplain shall be designed and built to standards intended to mitigate to the extent possible the impacts from the one percent annual chance storm.**<br><br>**4. The design of any structures which are constructed in *floodplain* areas, as depicted on the Hazards Protection Maps, shall be governed by Federal regulations, specifically Title 44 Code of Federal Regulations Sections 59 through 70, as well as the County Floodplain Management Ordinance and shall incorporate measures to reduce flood damage to the structure and to eliminate any increased potential flood hazard in the general area due to such construction.**<br><br>**4.6.2 Flood Control and Drainage Facilities Policies**<br><br>**1. All necessary flood control and drainage facilities shall be constructed to meet the minimum standards of the Public Works Agency and the County Flood Control District consistent with the *goals, policies* and *programs* of the General Plan.**<br><br>***2. Discretionary development* shall be conditioned to provide flood control and drainage facilities deemed by the Public Works Agency and Flood Control District as necessary for the development, and shall be required to contribute toward flood control facilities necessitated by cumulative *development.***<br><br>**The Watersheds Coalition of Ventura County's IRWMP (2014) also contains the following goal:**<br><br>• **Protect people, property, and the environment from adverse flooding impacts.** | ***Safety Element (2013)***<br><br>• **Policy SAF-3.1a: Design and construct appropriate surface drainage and flood control facilities as funding permits.**<br><br>• **Policy SAF-3.1b: Prevent incompatible land uses and development within the 100-year and 500-year floodplains and prohibit residential development within the regulatory floodway.**<br><br>• **Policy SAF-3.1c: Limit land uses in the regulatory floodway to open space, agriculture, or passive to low intensity recreational uses, subject to the approval of the Planning Director, City Flood Plain Administrator, or their designee.**<br><br>• **Policy SAF-3.1d: Coordinate with the Ventura County Watershed Protection District or other appropriate watershed protection agencies to evaluate the effectiveness of existing regional and local flood control facilities and actively participate in the planning, design, and construction of regional improvement projects that affect the City and meet capacity demands.**<br><br>• **Policy SAF-3.1e: Identify natural drainage courses and designate drainage easements to allow for their preservation, or for the construction of necessary drainage facilities to protect community health, safety, and welfare.**<br><br>• **Policy SAF-3.1f: Develop and maintain floodplain inundation evacuation plans in cooperation with the Ventura County Watershed Protection District and Ventura County Fire Protection District.**<br><br>• **Policy SAF-3.1g: Promote low impact development techniques, such as pervious paving, onsite groundwater recharge, rainwater harvesting, minimization of building footprints, and bio-retention to improve defensive measures against storm events and storm water pollution.** |

**a. Non-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 in Section A, the proposed development will collect the site's stormwater runoff, pretreat the flows to reduce the sediment load and maintain the infiltration rate, and then route the flows through underground infiltration/detention basins to mitigate the peak runoff for events up to a 100-year storm back to less than that of a 10-year storm event (refer to **Table A1**). No new drainage connections to the Camarillo Hills Drain or the Pleasant Valley Road Drain are required.

In accordance with 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., onsite detention/retention is required).

To ensure compliance with the Los Angeles RWQCB NPDES Municipal Stormwater Permit (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.*** 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)[3] (**Exhibit B4**). 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. One small part of the extreme northeastern corner of the project study area is located within the regulatory floodway of the Camarillo Hills Drain where it crosses Las Posas Road. However, no construction is proposed in this area.

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 Hazards Protection Map, 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 (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

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**2.13.2 Fire Hazards Policies**<br><br>**1. All applicants for discretionary permits shall be required, as a condition of approval, to provide adequate water supply and access for fire protection and evacuation purposes.**<br><br>**4. All applicants for subdivisions, multi-unit residential complexes, and commercial and industrial complexes shall be required to obtain, prior to permit approval, certification from the Fire Protection District that adequate fire protection is available, or will be available prior to occupancy.** | ***Safety Element (2013)***<br><br>• **Policy SAF-4.1a: Ensure that new and existing developments have an adequate water supply and access for fire protection and evacuation purposes.** |

[3] 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."

*Threshold of Significance Criteria*

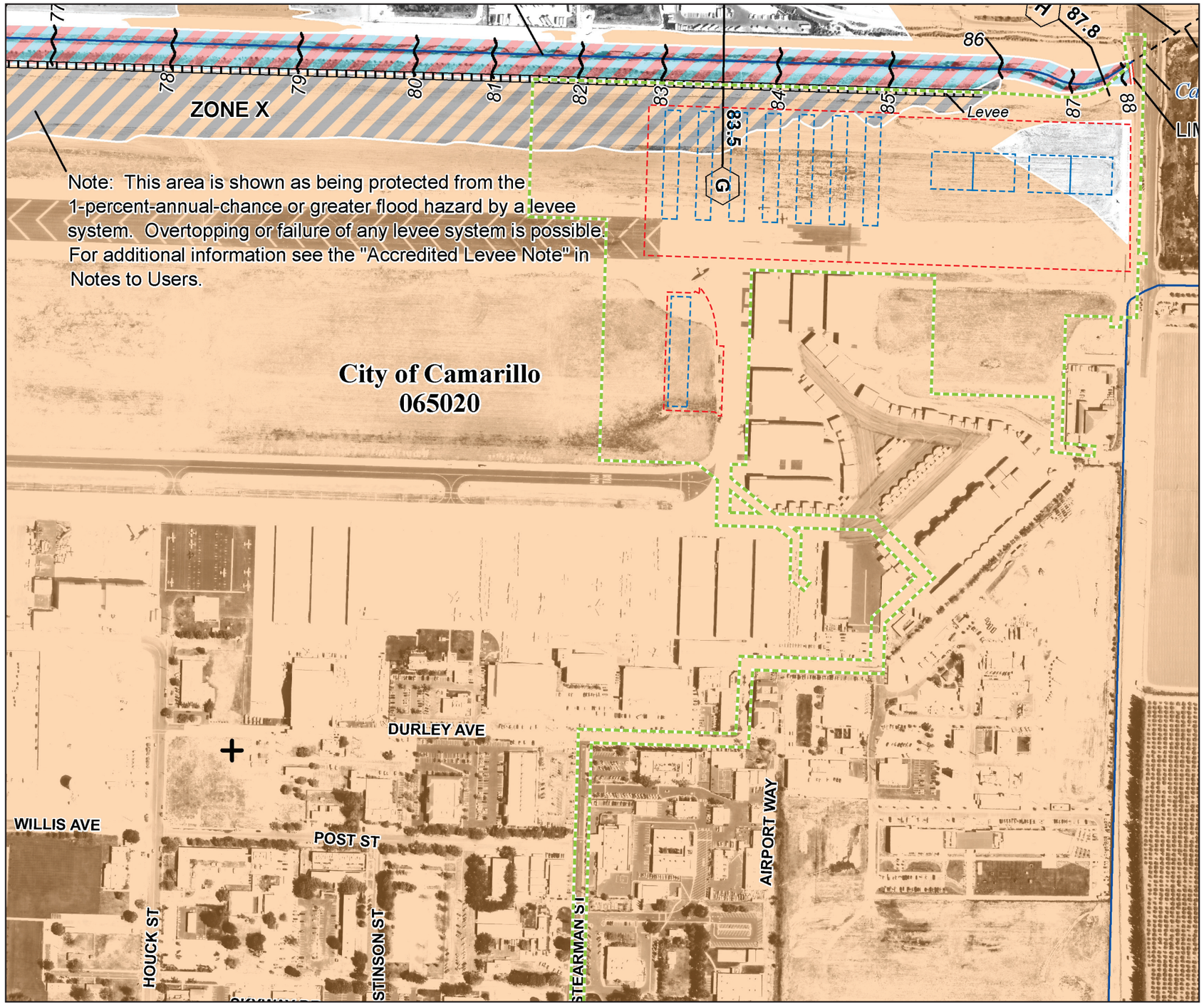
The fire hazard section focuses on the rural or wildland areas of the County. The fire hazard area extends into all areas where native brush can be found growing in pure natural stands. The Fire Code also defines Hazardous Watershed Fire Areas as a location within 500 feet of a forest or brush-, grass-, 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.*** The proposed project is not located in a High Fire Hazard Area/Fire Hazard Severity Zone or Hazardous Watershed Fire Area.

The water purveyor at the airport is the City of Camarillo. Water demand has been estimated at five gpm per building to accommodate domestic demand and 4,500 gpm per building for fire flow requirements (or 2,250 gpm for those buildings fitted with fire sprinklers). 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. Water offsets, as required by City of Camarillo Water Conservation Ordinance No. 14.12, and any required low water use measures required by City Resolution No. 2015-10 (Ordinance No. 1117) will be identified in the project's water impact study.




## LEGEND

- Airport Property Line
- Project Study Area
- Ultimate Pavement
- Ultimate Hangar
- 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

NORTH

0 400 800

SCALE IN FEET

CAMARILLO AIRPORT

Exhibit B4

FLOODPLAIN MAP FOR PROJECT AREA

## 19. AVIATION HAZARDS

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**2.14.2 Transportation Related Hazards Policies**<br><br>**2. The following policies apply to airports and land in proximity to airports:**<br><br>**(1) To avoid accidents, land located within Airport Hazard Zones as depicted on the Hazards Protection Maps (Figure 2), shall be designated Agriculture or Open Space on the General Plan Land Use Map (Figure 3.1) and shall be limited to the following uses:**<br><br>• **Agriculture and agricultural operations.**<br>• **Cemeteries.**<br>• **Energy production from renewable resources.**<br>• **Mineral resource development.**<br>• **Public utility facilities.**<br>• **Temporary storage of building materials.**<br>• **Waste treatment and disposal.**<br>• **Water production and distribution facilities.**<br><br>**(2) Development within the Airport Hazard Zones shall comply with Part 77 of the Federal Aviation Regulations (objects affecting navigable airspace).**<br><br>**(3) Private airstrips and agricultural landing fields shall be sited so as not to conflict with the flight paths of existing airports and outside of areas that would present significant hazard or an annoyance to existing or planned land uses.**<br><br>**(4) *Discretionary development* within the Airport Hazard Zones shall be reviewed by the Ventura County Transportation Commission (VCTC) for consistency with the *Ventura County Comprehensive Airport Land Use Plan*.** | ***Safety Element (2013)***<br><br>• **Policy SAF-6.1a: Coordinate with the Ventura County Department of Airports and the Airport Land Use Commission (also known as the Ventura County Transportation Commission) on future development projects associated with or located in the vicinity of Camarillo Airport.**<br><br>• **Policy SAF-6.1c: Refer discretionary development within the Airport Hazard Zones to the Airport Land Use Commission (also known as the Ventura County Transportation Commission) and the County of Ventura Department of Airports for consistency review with the *Ventura County Airport Comprehensive Land Use Plan* (ACLUP), as applicable per the study area boundaries shown on Exhibit 11-10a, Camarillo Airport Study Area.**<br><br>• **Policy SAF-6.1d: Require development projects within the Airport Hazard Zones to comply with Part 77 of the Federal Aviation Regulations (objects affecting navigable airspace).** |

*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 ACLUP 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.*** As a land use located on airport property, the proposed project has been identified on the FAA-approved Airport Layout Plan. This approval indicates that the FAA has reviewed the project for its consistency with applicable FAA safety standards and zones. Additional FAA review will take place prior to construction and approval of project funding, including but not limited to:

- Approval of project design and a CSPP to maintain aviation and airfield safety during construction pursuant to FAA AC 150/5370-2F (FAA 2011).

- Determination of the proposed project's compliance with the *National Environmental Policy Act*.

## 20. HAZARDOUS MATERIALS/WASTE

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**2.15.2 Hazardous Materials and Waste Policies**<br><br>***1. Hazardous wastes* and *hazardous materials* shall be managed in such a way that waste reduction through alternative technology is the first priority, followed by recycling and onsite treatment, with disposal as the last resort.**<br><br>**2. Site plans for *discretionary development* that will generate *hazardous wastes* or utilize *hazardous materials* shall include details on hazardous waste reduction, recycling and storage.**<br><br>**3. Any business that handles a *hazardous material* shall establish a plan for emergency response to a release or threatened release of a hazardous material. The County Fire Protection District is designated as the agency responsible for implementation of this policy.**<br><br>**4. Applicants shall provide a statement indicating the presence of any *hazardous wastes* on a site, prior to development. The applicant must demonstrate that the waste site is properly closed, or will be closed before the project is inaugurated.**<br><br>**5. Commercial or industrial uses which generate, store or handle *hazardous waste* and/or *hazardous materials* shall be located in compliance with the County Hazardous Waste Management Plan's siting criteria.** | ***Safety Element (2013)***<br><br>• **Policy SAF-5.1a: Promote the handling of hazardous wastes and hazardous materials so that waste reduction through alternative technology is the first priority, followed by recycling and onsite treatment, with disposal as the last resort.**<br><br>• **Policy SAF-5.1c: Locate potentially hazardous facilities and operations in areas that would reduce exposure of the public to a significant risk of injury, loss of life, or property damage.**<br><br>• **Policy SAF-5.2a: Require new development that will generate hazardous wastes or utilize hazardous materials to identify hazardous waste reduction, recycling, and storage areas on site plans.**<br><br>• **Policy SAF-5.2b: Ensure that land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located and operated to reduce risk to other land uses.**<br><br>• **Policy SAF-5.2c: Periodically review and amend the appropriate ordinances which regulate the storage and handling of hazardous materials to conform to the standards and definitions of the State and other regulatory agencies.**<br><br>• **Policy SAF-5.2d: Continue to monitor the operations of businesses and individuals that handle hazardous materials through the planning and business permit processes.**<br><br>• **Policy SAF-5.2e: Designate appropriate transportation routes for the movement and transport of hazardous materials within and through the City.** |
| | **Camarillo Municipal Code Section 19.54.085 delineates Hazardous materials and Hazardous waste management siting criteria. Municipal Code Section 9.04.010 defines hazardous waste as any waste materials or mixture of wastes defined as a hazardous substance or hazardous waste pursuant to the *Resource Conservation and Recovery Act* (RCRA), the *Comprehensive Environmental Response, Compensation and Liability Act* (CERCLA) (42 U.S.C. Sections 9601 et seq.), or as defined by the California Integrated Waste Management Board. It is anticipated that hazardous materials incidents within the City of Camarillo would fall under the jurisdiction of Ventura County Fire Protection District (VCFPD) and the Ventura County Certified Unified Program Agency (CUPA)[1] (City of Camarillo 2013).** |

[1] The Ventura County CUPA provides regulatory oversight for the following six statewide environmental programs: Hazardous Waste, Hazardous Materials Business Plans, California Accidental Release Prevention Program, Underground Hazardous Materials Storage Tanks, Aboveground Petroleum Storage Thanks and Spill Prevention Control and Countermeasure Plans, and Onside Hazardous Waste Treatment. The Ventura County CUPA implements State and Federal laws and County ordinance codes, and local policies. Compliance is achieved through routine and follow-up inspections, educational guidance, and enforcement actions.

### 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;
- CUPA - CHSC, Division 20, Chapter 6.11; and
- Fire Code - The Fire Code adopted by the VCFPD in regards to aboveground hazardous materials - CHSC, Division 12, Part 2.7.

*Impact Analysis*

***Less than Significant.*** The proposed project will introduce hangars and taxilanes within the northeast corner of the airport. Once the new hangars and taxilanes 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. Aircraft maintenance will not be allowed in the new hangars; in addition, no liquid waste or petroleum products, including diesel fuel, or other hazardous materials will be stored within the new hangars.

### 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. No liquid waste or petroleum products, including diesel fuel, or other hazardous materials will be stored within the new hangars.

## 21. NOISE AND VIBRATION

| *Ventura County General Plan Goals, Policies and Programs (2014)* | *City of Camarillo* |
|---|---|
| **2.16.2 Noise Policies**<br><br>**1. All *discretionary development* shall be reviewed for noise compatibility with surrounding uses. Noise compatibility shall be determined from a consistent set of criteria based on the standards listed below. An acoustical analysis by a qualified acoustical engineer shall be required of *discretionary developments* involving noise exposure or noise generation in excess of the established standards. The analysis shall provide documentation of existing and projected noise levels at onsite and offsite receptors, and shall recommend noise control measures for mitigating adverse impacts.**<br><br>**(4) Noise generators, proposed to be located near any *noise sensitive use*, shall incorporate noise control measures so that ongoing outdoor noise levels received by the noise sensitive receptor, measured at the exterior wall of the building, does not exceed any of the following standards:**<br><br>**a. $L_{eq}$1H of 55dB(A) or ambient noise level plus 3dB(A), whichever is greater, during any hour from 6:00 a.m. to 7:00 p.m.**<br><br>**b. $L_{eq}$1H of 50dB(A) or ambient noise level plus 3dB(A), whichever is greater, during any hour from 7:00 p.m. to 10:00 p.m.**<br><br>**c. $L_{eq}$1H of 45dB(A) or ambient noise level plus 3dB(A), whichever is greater, during any hour from 10:00 p.m. to 6:00 a.m.**<br><br>**(5) Construction noise shall be evaluated and, if necessary, mitigated in accordance with the County Construction Noise Threshold Criteria and Control Plan.**<br><br>**2. Discretionary development which would be impacted by noise, or generate project-related noise which cannot be reduced to meet the standards prescribed in Policy 2.16.2-1., shall be prohibited. This policy does not apply to noise generated during the construction phase of a project.**<br><br>**3. The priorities for noise control shall be as follows:**<br><br>**(1) Reduction of noise emissions at the source.**<br><br>**(2) Attenuation of sound transmission along its path, using barriers, landforms modification, dense plantings, and the like.**<br><br>**(3) Rejection of noise at the reception point via noise control building construction, hearing protection, or other means.** | ***Noise Element (1996)***<br><br>**Policy 10: The City encourages a reduction of engine run-ups and flight operations for Camarillo Airport and PMTC Point Mugu, which currently impact the community.**<br><br>**The City's *Noise Ordinance* is located at Chapter 10.34 and includes the following:**<br><br>**10.34.090, Prohibitions – Motor Vehicles.**<br><br>**C. Vehicle or Aircraft Repair and Testing. No person may repair, rebuild, modify or test any motor vehicle or aircraft in such a manner that the sound levels emitted violate the provisions of Sections 10.34.040, 10.34.050, or 10.34.060. Nothing in this section prohibits, restricts, penalizes, enjoins, or in any manner regulates the movement of aircraft which are in all respects conducted in accordance with, or pursuant to, applicable federal laws or regulations.**<br><br>**10.34.120, Exemptions**<br><br>**E. Construction, Buildings and Structures. It is unlawful for any person adjacent to or within any residential zone in the city to operate power construction equipment or tools or perform any outside construction or repair work on buildings, or structures to operate any pile driver, steam shovel, pneumatic hammer, steam or electric hoist, or other construction device between the hours of seven p.m. of one day to seven a.m. of the next day or at any time on any Sunday, or at any time on any public holiday, in such a manner as to violate the noise standards set forth in Sections 10.34.040, 10.34.050, or 10.34.060. The performance of emergency work is exempt from this section.** |

*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. 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.

Vibration Thresholds - Construction Threshold.[4] 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 2006) is considered to have a potentially significant impact.

*Impact Analysis*

***Less than Significant (Noise and Vibration)***

Noise. As part of the Airport Master Plan (AMP), the airport's overall noise contours were modeled based on aircraft fleet mix, operations, flight tracks, time of day, and topography. The results were reported in terms of Community Noise Equivalent Level (CNEL). As can be seen in **Exhibit B5**, the airport's 65 decibel (dB) CNEL noise exposure remains on airport property, except where it extends past the Camarillo Hills Drain over open space and portions of several light industrial/office buildings located along Verdulera Street.[5] The current AMP's future (or ultimate) noise contours (i.e., Year 2028) included potential aircraft activity supported by the development of 98 hangars on the project site. The addition of a maximum of ten additional hangars will serve to accommodate both existing and future aircraft operations anticipated in the AMP, and will not generate additional operations beyond what was assumed for the 2028 future year noise contour.

The proposed project will 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. This noise from airport support services and facilities has been factored into the overall noise contours shown in **Exhibit B5**. No changes to the ambient airport noise environment will occur from the proposed project, which primarily will serve to relocate some of the existing on-ground aircraft and vehicular

[4] 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.

[5] Although the Airport Master Plan was adopted in 2011, the airport's noise contours are likely to be similar or slightly smaller today. The airport's operations for the 12-month period ending on February 25, 2015 were 136,510 (GRC Inc. 2016), while those reported for the Master Plan's base year of 2007 were 139,948 (County of Ventura 2011). Also, while changes in the fleet mix may have occurred since 2007, the aircraft operating today are quieter overall due to changes in technology and the phasing out of certain types of noisier planes by the Federal government.

noise from one part of the airport to another. Aircraft run-ups will continue to occur in existing airport locations; no maintenance of aircraft will be allowed within the proposed hangars.

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 (under construction) (**Exhibit B6**). 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. Project plans call for up to 24 inches of over-excavation. Based on preliminary construction estimates, heavy trucks, dozers, or backhoes will be used for approximately 120 days during site preparation and utility/drainage improvements; heavy trucks, graders, cement trucks, and asphalt rollers will be used for approximately 60 days during taxilane construction/paving. No blasting, pile-driving, vibratory compaction, demolition, or drilling are anticipated to be necessary.

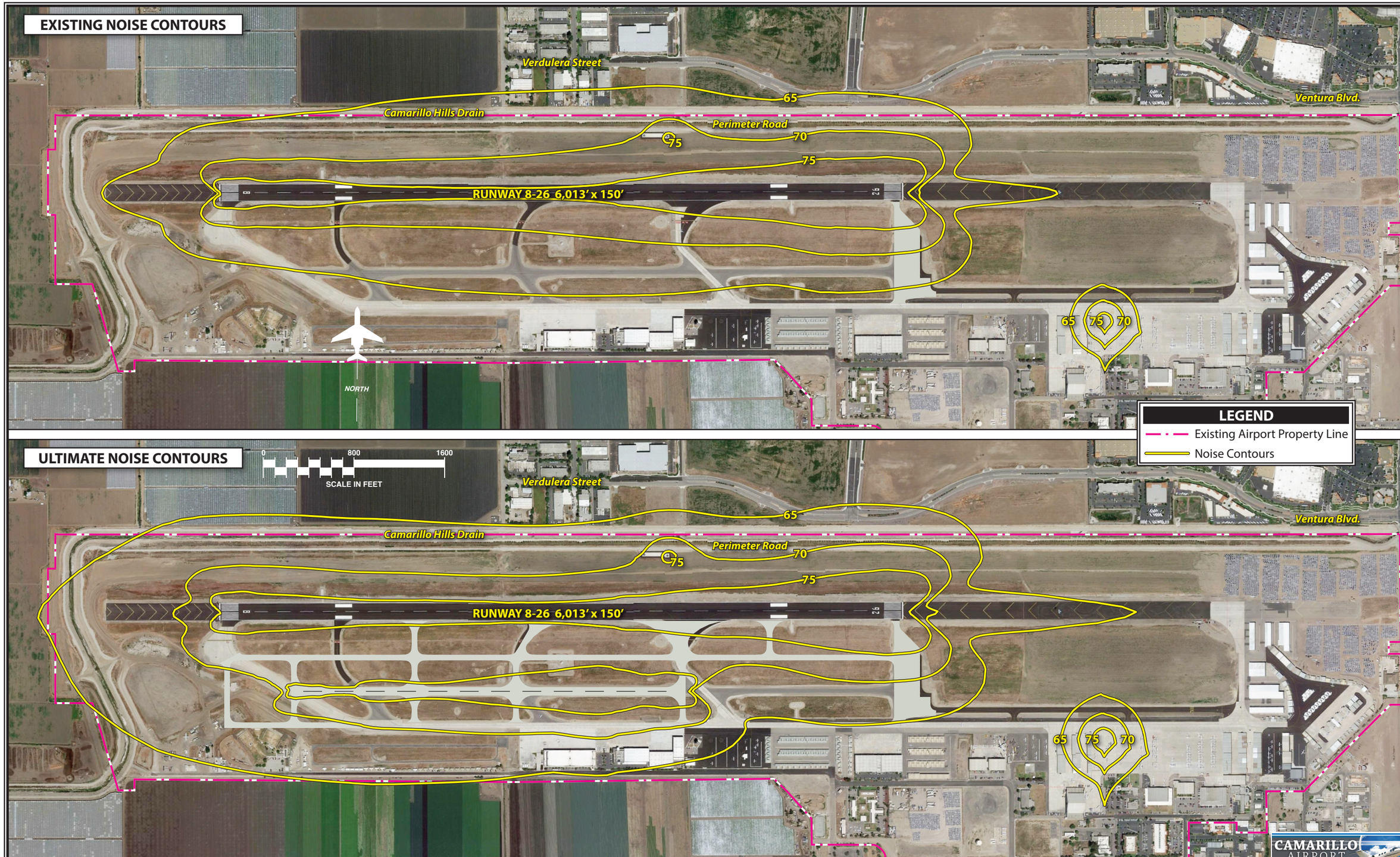
There are no residences within 0.5-mile of the proposed project site; therefore, the potential for annoyance from construction vibration to residential areas will not occur. The closest off-airport buildings to the project site are office and industrial buildings located between the Camarillo Hills Drain 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 Federal Transit Administration'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

| ***Ventura County*** | ***City of Camarillo*** |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**The County does not have policies regarding glare that are applicable to the proposed project.** | **The City of Camarillo does not have specific policies related to 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




Source: Camarillo Airport Master Plan, 2011

Exhibit B5
EXISTING (2009) AND FUTURE (2028)
NOISE CONTOURS

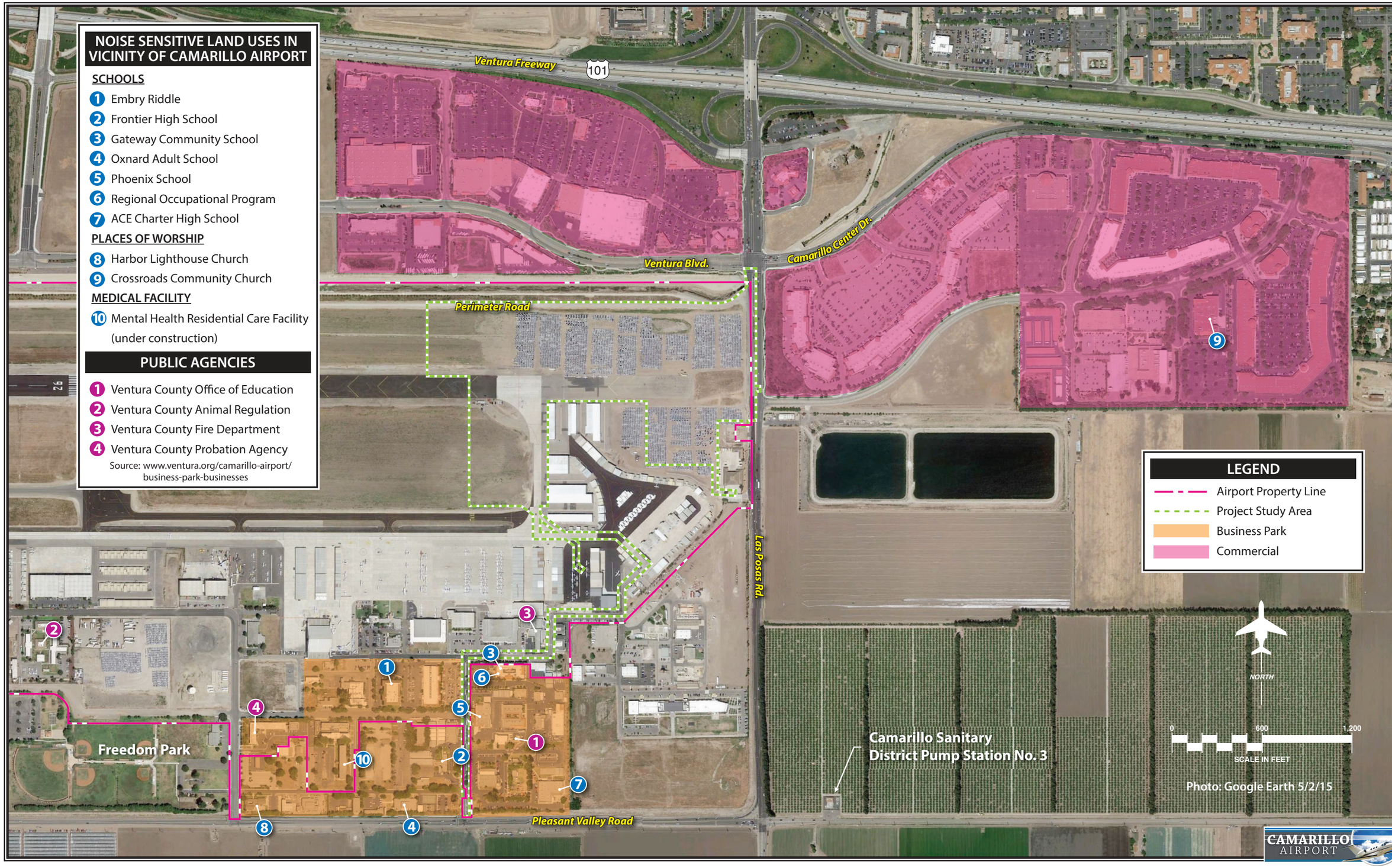



Exhibit B6
EXISTING LAND USE IN PROXIMITY TO PROJECT

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 hangar project will place the closest row of hangars approximately 875 feet west of Las Posas Road. (This segment of Las Posas Road is not in the County regional road network because it is within the City of Camarillo.) The intervening area will contain approximately 75 feet of taxilane pavement and 800 feet of undeveloped open space.

The hangars will be constructed of a pre-engineered steel frame, enclosed with a metal panel wall and roof system. These structures will then be painted with a non-reflective paint, similar to other hangar structures at the airport. 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. Therefore, no significant glare will occur that could cause a hazard to Los Posas Road.

## 23. PUBLIC HEALTH

*Applicable General Plan Goals and Policies/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.*** According to the United States Environmental Protection Agency (USEPA) EJScreen website and the California Department of Toxic Substances Control (DTSC) EnviroStor website, the airport does not contain any areas listed as active Superfund or Brownfield sites (USEPA 2015; DTSC 2015). There are also no sites within the City, or on or near the airport, that are listed on the DTSC's Cortese List, which identifies sites located within the State's hazardous waste and substances clean-up program (DTSC 2015).

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 Section 20, aircraft maintenance will not be allowed in the hangars nor will liquid waste or petroleum products, including diesel fuel, or other hazardous materials will be stored within the hangars. No impacts to public health will occur as a result of the proposed project.

There are two known rocket testing or former rocket testing sites within the County: the Pacific Missile Testing Center (PMTC) at Point Mugu and the National Aeronautics and Space Administration (NASA) Santa Susana Field Laboratory in the Simi Hills. The airport is not within two miles of either of these locations.

## 24. GREENHOUSE GASES

*Applicable General Plan Goals and Policies/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 Plan website contains strategies to reduce GHG emissions 15 percent by 2020 through six action areas (County of Ventura 2015):

1. Climate Protection Leadership: Create long-term, structural policies necessary for meeting our climate protection targets.

2. Countywide 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 previously under Air Quality, in September 2015, the VCAPCD reviewed the proposed development project and conducted a CalEEMod air emissions modeling run of potential construction-related emissions. Based on this run, the proposed project's GHG construction emissions will be approximately 4,018 pounds per day of GHGs measured in $CO_2e$ (carbon dioxide equivalent) (see **Appendix E**).

In the long term, although the proposed project will have some additional aircraft trips associated with the use of additional hangars (and, potentially, based aircraft) at the airport, the project will not increase the capacity of the airport or substantially change overall airport operations or aircraft traffic patterns. Similarly, vehicular traffic may be increased slightly due to an increase in the number of hangars on the airport (refer to Section 27), but will not represent a substantial source

of new GHGs. The majority of the aircraft using the new hangars will be aircraft already based on the airport using tie-downs, existing smaller hangars, or existing FBO tenants who are looking for their own space. The aircraft owners have been on the County's wait list for hangar space for a number of years.

As previously discussed in Section 1, the VCAPCD's air quality analysis found that the project would, "generate less than significant impacts to regional and local air quality," subject to a condition of approval to ensure that all project construction and operations shall be conducted in compliance with all VCAPCD Rules and Regulations. This VCAPCD review also ensures that the proposed project is consistent with all applicable County GHG/Climate Action Plan policies.

## 25. COMMUNITY CHARACTER

*Applicable General Plan Goals and Policies*

None. The County General Plan Land Use Map (South Half) shows the airport as Urban within the City of Camarillo. The airport is designated by the City of Camarillo as Public; however, the City's General Plan generally defers to the Airport Master Plan as the applicable planning document for development within the airport's boundaries (see Section 10.11.11, Development Controls, Community Design Element [2012]).

*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.*** Additional hangar development in the northeast corner of the airport has been included within the two previous Airport Master Plan updates (i.e., 98 additional hangars were included in both the 2003 EA/EIR Addendum to the 1996 *Camarillo Airport Master Plan* and the *2009 Camarillo Master Plan Update)* (County of Ventura 2010; County of Ventura 2011). The currently proposed project incorporates a slightly different design that will allow a potential increase of a maximum of ten additional hangars over what was previously planned for within the

Master Plan. The new design and additional hangars do not constitute a significant change to the overall layout or character of the airport. The visual appearance of the hangars (refer to **Exhibit A5**) will match hangars located elsewhere on the airport and will not change the overall appearance of airport development.

No land use incompatibilities will be created with existing land uses as a result 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

*Applicable General Plan Goals and Policies*

None. The County General Plan Land Use Map (South Half) shows the airport as Urban within the City of Camarillo. The airport is designated by the City of Camarillo as Public; however, the City's General Plan generally defers to the Airport Master Plan as the applicable planning document for development within the airport's boundaries (see Section 10.11.11, Development Controls, Community Design Element [2012]).

*Threshold of Significance Criteria*

<u>Demand for New Housing – Construction Workers</u>. 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 sufficient pool of construction workers within Ventura County and the Los Angeles metropolitan area.

*Impact Analysis*

***Less than Significant.*** The proposed project would only create additional demand for workers during construction.

## 27. TRANSPORTATION AND CIRCULATION

### a. Roads and Highways

#### (1) Level of Service

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**4.2.2 Transportation/Circulation Policies**<br><br>**1. *County thoroughfares* and County maintained *local roads* shall be designed and constructed in accordance with County road standards or better and should primarily serve in-county transportation needs. County roads should not be widened for the purpose of relieving congestion on Federal or State highways or accommodate interregional traffic that is more appropriately served by the Federal and State highway systems.**<br><br>**2. The County road standards, five-year capital improvement programs, and road-improvement design, sequencing and timing shall be consistent with the goals, policies and programs of the General Plan. County road improvement design for safety and level-of-service capacity should, if possible, avoid increasing the number of travel lanes, and the improvements should not be constructed before the need has been demonstrated based on evaluation of current and projected traffic conditions.**<br><br>**3. The minimum acceptable *Level of Service (LOS)* for road segments and intersections within the *Regional Road Network* and *Local Road Network* shall be as follows:**<br><br>**(a) *LOS-'D'* for all *County thoroughfares* and *Federal highways* and *State highways* in the unincorporated area of the County, except as otherwise provided in subparagraph (b);**<br><br>**(b) *LOS-'E'* for State Route 33 between the northerly end of the Ojai Freeway and the City of Ojai, Santa Rosa Road, Moorpark Road north of Santa Rosa Road, State Route 34 north of the City of Camarillo and State Route 118 between Santa Clara Avenue and the City of Moorpark;**<br><br>**(c) *LOS-'C'* for all County-maintained *local roads*; and**<br><br>**(d) The *LOS* prescribed by the applicable city for all *Federal highways, State highways, city thoroughfares* and city-maintained *local roads* located within that city, if the city has formally adopted General Plan policies, ordinances, or a reciprocal agreement with the County (similar to Policies 4.2.2-3 through 4.2.2-6) respecting *development* in the city that would individually or cumulatively affect the *LOS* of *Federal highways, State highways, County thoroughfares* and County-maintained *local roads* in the unincorporated area of the County.**<br><br>**At any intersection between two roads, each of which has a prescribed minimum acceptable *LOS*, the lower *LOS* of the two shall be the minimum acceptable *LOS* for that intersection.**<br><br>**6. Development that would generate additional traffic shall pay its pro rata share of the costs of necessary improvements to the *Regional Road Network* per the County's Traffic Impact Mitigation Fee Ordinance as amended from time to time.** | **Circulation Element (2014)**<br><br>**Policy 1.2.6: The City should maintain a level of service (LOS) of "C" or better on all streets and intersections. Brief periods of LOS "D" during peak a.m. and p.m. traffic hours may be tolerated where improving to LOS "C" would be unreasonably costly. (Per County General Plan Policy 4.2.3-3[d]).**<br><br>**Policy 2.1.4: New developments shall provide for safe and efficient roadway operations through careful control of access, and overall street and development design. Strive to operate new and existing streets and intersections at accident rate levels below statewide averages.** |

*Threshold of Significance Criteria*

Roadway Segments

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 (see above).

- 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 (see above).

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 (see above).

- 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 (see above) by the year 2020.

Intersections

Project-Specific Impacts. 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 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.

NOTE: All projects that generate traffic contribute to cumulative traffic impact. The analysis of cumulative traffic impacts, as contained in the Final Subsequent EIR prepared for the County General Plan Update (November 2005) and subsequent addendum (April 2007), would normally be considered sufficient cumulative analysis of traffic impacts. In such cases, payment of traffic impact mitigation fees is intended to mitigate the project's contribution to cumulative traffic impacts outside of the Ojai Valley. Projects funded in the County's Capital Improvement Project fund may be incorporated into the capacity analysis to mitigate project-specific impacts.

*Impact Analysis*

***Less than Significant (Project-specific)/Potentially Significant Impact unless Mitigation Incorporated (Cumulative).*** Access to the proposed hangar development will occur using the intersection of Pleasant Valley Road and Airport Way. Future hangar tenants are most likely to access the Pleasant Valley Road/Airport Way connection from the north (U.S. 101 to Las Posas Road), from the south (State Route [SR] 34 to Las Posas Road), or from the west (SR 34 to Pleasant Valley Road).

Both Las Posas Road south of Pleasant Valley Road, as well as Pleasant Valley Road itself, are part of the County's regional road network; they are listed as two-lane County thoroughfares that are planned to be upgraded to four lanes by the Year 2020 (County of Ventura 2007). As identified in County Transportation Circulation Policy 4.2.2-3(b), "The minimum acceptable *Level of Service (LOS)* for road segments and intersections within the *Regional Road Network* and *Local Road Network* shall be as follows: … (b) *LOS-'D'* for all *County thoroughfares* and *Federal highways* and *State highways* in the unincorporated area of the County."

Las Posas Road north of Pleasant Valley Road is within the City of Camarillo. The City's Circulation Element Policy 1.2.6 states, "The City should maintain a level of service (LOS) of 'C' or better on all streets and intersections. Brief periods of LOS 'D' during peak a.m. and p.m. traffic hours may be tolerated where improving to LOS 'C' would be unreasonably costly."

According to the County's and City's LOS thresholds, both Las Posas Road and Pleasant Valley Road in proximity to the airport currently operate at acceptable LOS. **Table B1** shows daily traffic on County roadways in proximity to the airport using 2014 traffic counts conducted by the County and 2015 traffic counts conducted by the City. Based on the amount of daily traffic shown for Pleasant Valley Road, which is a two-lane roadway with designated left-turn lanes at Airport Way and at Las Posas Road, this roadway operates at a LOS "D" in the vicinity of the airport. Las Posas Road is a two-lane road south of Pleasant Valley Road and a four-lane road

north of Pleasant Valley Road. Las Posas Road operates at a LOS "C" both north and south of Pleasant Valley Road.

Intersections in proximity to the airport also operate at acceptable LOS. Based on p.m. peak hour turning movement counts taken by the City of Camarillo, the Las Posas Road/Pleasant Valley Road intersection operates at LOS "A" in the a.m. peak hour and LOS "B" in the p.m. peak hour (City of Camarillo, email communication with M. Heredia). The intersections of SR 34 with Las Posas Road and with Pleasant Valley Road were monitored in 2014 as part of the County's Congestion Management Program. The LOS for both intersections in the a.m. peak hour was LOS "A"; in the p.m. peak hour, the SR 34/Las Posas Road intersection operated at LOS "A" and the SR 34/Pleasant Valley Road intersection operated at LOS "B" (County of Ventura 2014).

**TABLE B1**
**Traffic Characteristics on Roadways**
**In Proximity to Camarillo Airport**

| Location | Class I Two-lane Capacity (LOS D) | Class I Four-lane Capacity (LOS D) | 2014[1] ADT | 2015[2] ADT | Projected ADT (2020)[3] |
|---|---|---|---|---|---|
| Pleasant Valley Rd. (between Las Posas Rd. and Airport Way) | 16,000 | 47,000 | 14,500 | N/A | 34,000 |
| Pleasant Valley Rd. (west of Airport Way) | 16,000 | 47,000 | 15,500 | N/A | 34,000 |
| Las Posas Rd. (between SR 34 and Pleasant Valley Rd.) | 16,000 | 47,000 | 8,400 | N/A | 31,000 |
| Las Posas Rd. (north of Pleasant Valley Road)[4] | N/A | N/A | N/A | 25,000 | N/A |

[1] County of Ventura 2014. LOS for 2014 Congestion Management Program Monitoring Locations.
[2] City of Camarillo, Email communication with M. Heredia, 2015.
[3] County of Ventura 2007. 2020 Regional Road Network (South Half).
[4] Las Posas Road north of Pleasant Valley Road is designated by the City as a Primary Arterial street. According to the City's Circulation Element, a primary arterial is designed to accommodate four to six lanes of traffic with a capacity of 30,000 to 45,000 average daily trips (ADT). LOS "C" can accommodate between 24,000 and 36,000 ADT (City of Camarillo 2014).

N/A = not applicable or not available; ADT= average daily trips

Initially, the County plans to build 48 hangars (i.e., three rows), which will accommodate primarily aircraft that are currently based at the airport using tie-downs, existing smaller hangars, or existing FBO tenants who are looking for their own space; future hangars will then be constructed as demand occurs. Thus, for the first phase of development, most, if not all, of the vehicular trips associated with the project already occur at the airport and no traffic impacts will occur.

Future phases of the hangar development will be constructed as demand and funding becomes available. Based on a study used by the Institute of Transportation Engineers (ITE), up to 26 vehicular trips could occur during the p.m. peak hour as a result of the proposed project at full buildout (70 new based aircraft x 0.37 trips/aircraft[6] = 26 p.m. peak trips). Again, however, most of these trips already occur at the airport since the majority of the tenants of these future hangars are already based at the airport. Eventually, once the airport's hangar wait-list demand is met, additional users of the airport may be accommodated, which would generate new additional traffic.

*Less than significant project-specific impacts* to Los Posas Road, Pleasant Valley Road, and intersections affected by the proposed project will occur since project-related trips will not exceed any LOS impact thresholds. However, since Los Posas Road, south of Pleasant Valley Road, and Pleasant Valley Road are forecast by the County to approach unacceptable LOS thresholds by 2020, the proposed project will contribute to *potentially significant cumulative impacts* in the future (defined by the thresholds of significance as occurring 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).

Significant impacts to Las Posas Road within the City of Camarillo are not anticipated in either the project-specific or cumulative scenarios. This roadway segment operates at LOS "C".

*Mitigation Measures*

In keeping with County policy, the airport will be required to pay cumulative Traffic Impact Mitigation Fees (TIMF) 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).

**(2) Safety and Design of Public Roads**

*Applicable General Plan Goals and Policies*

Refer to Section 27a(1) above.

[6] This number is based on industry codes in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* (9th Edition) (2012), which showed that in one study 0.37 trips per based aircraft (ITE Code 022 General Aviation) occurred during the p.m. peak hour.

*Threshold of Significance Criteria*

Project-Specific Impacts (General). Not applicable. The proposed project will not have project-specific impacts on County roadway segments or intersections in proximity to the airport. Refer to the previous analysis in Section 27a(1).

Project-Specific Impacts (Roadway Segments).

- A project has a potentially significant adverse project-specific traffic impact on any road segment if the roadway segment has been identified by the Statewide Incident Reporting System (SWITRS) as experiencing a high incident rate;

- A project has a potentially significant adverse project-specific traffic impact on the affected roadway system if that road segment is identified as being a part of a road system that is non-compliant with County standards.

- A proposed project located in the unincorporated area where the existing road systems were developed prior to any road safety engineering standards will have a significant adverse impact on road safety.

- A project will have a potentially significant adverse project-specific traffic impact at any un-signalized intersection on the Public Road system if the project-specific impacts result in any of the warrants established by the Manual for Uniform Traffic Control Devices, as supplemented and adopted by the State of California (MUTCD-CA) being met.

- A project with project-specific impacts to any intersection that has been identified in the Substandard Impact Areas Vicinity, Upper Ojai Substandard Impact Area, Santa Susana Area Substandard Impact Area, Ventu Park Area Substandard Impact Area, Yerba Buena Area Substandard Impact Area, or the Santa Susana Knolls Area Substandard Impact Area Maps shall be considered significant unless mitigated.

Cumulative Impacts.

- A project will have a potentially significant adverse cumulative traffic impact on any road segment if the affected road segment has been identified as experiencing a high incident rate.

- A project that individually impacts a Public Road intersection so that the intersection exceeds any one of the traffic signal warrants established by the MUTCD-CA has the potential to cause a significant cumulative impact.

- A proposed project, along with past, present, or probable future projects, that uses existing substandard public roads in the areas shown on the Substandard Impact Areas Vicinity, Upper Ojai Substandard Impact Area, Santa Susana Area Substandard Impact Area, Ventu Park Area Substandard Impact Area, Yerba Buena Area Substandard Impact Area, or the

Santa Susana Knolls Area Substandard Impact Area Maps (see attachments) is considered to have cumulative impacts on the operational safety of the public road system in these areas.

- A project will have a potentially significant adverse cumulative traffic impact to any unsignalized intersection on the Public Road System if the project-specific impacts, along with other past, present, or probable future projects result in any of the warrants established by the MUTCD-CA being met.

- Any proposed project, along with other past, present, or probable future projects, that causes impacts at any intersection that has been identified in the Substandard Impact Areas Vicinity, Upper Ojai Substandard Impact Area, Santa Susana Area Substandard Impact Area, Ventu Park Area Substandard Impact Area, Yerba Buena Area Substandard Impact Area, or the Santa Susana Knolls Area Substandard Impact Area Maps will also be considered cumulatively significant.

*Impact Analysis*

***Potentially Significant Impact unless Mitigation Incorporated (Project-Specific); Less than Significant (Cumulative).*** The first phase of the proposed project is to build 48 hangars to accommodate primarily aircraft that are currently based at the airport using tie-downs, existing smaller hangars, or existing FBO tenants who are looking for their own space; future hangars will then be constructed as demand occurs. Thus, for the first phase of development, most, if not all, of the vehicular trips associated with the project already occur at the airport and no project-specific or cumulative traffic impacts will occur.

Future phases of the hangar development will be constructed as demand and funding becomes available. Up to 44 vehicular trips could occur during the p.m. peak hour as a result of the proposed project at full buildout, most of which already occur at the airport since the majority of the tenants of these future hangars are already based at the airport. Eventually, once the airport's hangar wait-list demand is met, additional users of the airport may be accommodated, which would generate new additional traffic. Thus, in the long term, the project could increase traffic incrementally on roadway segments in proximity to the airport. Based on information from the County Public Works Department, the County-owned portions of Pleasant Valley and Las Posas Roads are not improved to applicable County standards. Therefore, according to the significance threshold criteria for substandard roadway segments, project-specific impacts to these roadway segments are potentially significant. (The County does not maintain a list of areas identified by SWITRS as experiencing high incident rates, although it does track this information at a local level [County of Ventura, personal communication with R. Herrara 2016].)

This project traffic will not cause any intersections to exceed traffic signal warrants or occur within a County Substandard Impact Area; therefore, cumulative impacts to the safety and design of public roadways is less than significant.

*Mitigation Measures*

In keeping with County policy, the airport will be required to pay cumulative TIMFs prior to the receipt of building permits. Eventually, the County plans to upgrade both Las Posas Road south of Pleasant Valley Road and Pleasant Valley Road west of Las Posas Road to four lanes in the future (County of Ventura 2007, Figure 4.2.3).

### (3) Safety and Design of Private Access

*Applicable General Plan Goals and Policies/Threshold of Significance Criteria*

None. The proposed project does not include private access.

*Impact Analysis*

***No Impact.*** The proposed project will take access via existing on-airport and public roads.

### (4) Tactical Access

| ***Ventura County*** | ***City of Camarillo*** |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**2.13.2 Fire Hazard Policy**<br><br>**1. All applicants for discretionary permits shall be required, as a condition of approval, to provide adequate water supply and access for fire protection and evacuation purposes.**<br><br>**4.8.2 Fire Protection Policy**<br><br>**1. *Discretionary development* shall be permitted only if adequate water supply, access and response time for fire protection can be made available.** | ***Safety Element (2013)***<br><br>**Policy SAF-4.1a: Ensure that new and existing developments have an adequate water supply and access for fire protection and evacuation purposes.** |

*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.*** The proposed project will take access via existing on-airport roads and pavement areas that connect to Durley Avenue, Airport Road, and Pleasant Valley Road. However, in an emergency, fire access from Fire Station No. 50, which is located less than 800 feet south of the proposed project site, could occur directly across dirt and paved roads. In addition, the airport has an emergency access gate within its eastern perimeter fence that leads directly to Las Posas Road, located immediately adjacent to the proposed project site to the east.

**b. Pedestrian/Bicycle**

*Applicable General Plan Policies* - None

*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*

***No Impact.*** The proposed project is a hangar development project on an airport. No existing or planned pedestrian or bicycle facilities are planned within this portion of the airport, which is within the AOA (defined as the restricted and secure area on the airport property designed to protect all aspects related to aircraft operations). Pedestrians and bicyclists are not considered compatible with the AOA of an airport.

**c. Bus Transit**

*Applicable General Plan Policies* - None

*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.*** The proposed project is a hangar development project on an airport. No existing or planned bus transit is planned within this portion of the airport, which is in proximity to the AOA. Pedestrians, bicyclists, and other users of transit are not considered compatible with the AOA of an airport.

### d. Railroads

*Applicable General Plan Goals and Policies/Threshold of Significance Criteria*

None. The proposed project is not located near a railroad.

*Impact Analysis*

***No Impact.*** The closest railroad tracks are located over one mile from the proposed project site to the south in an alignment parallel to SR 34.

### e. Airports

| ***Ventura County*** | ***City of Camarillo*** |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**4.2.2 Transportation/Circulation Policy**<br><br>**10. *Discretionary development* that would endanger the efficient, safe operation of an airport or would result in significant land use incompatibility with an airport shall be prohibited.** | ***Circulation Element (2014)***<br><br>**Policy 7.1.1: The Camarillo Airport shall not be utilized for regularly scheduled commercial passenger services.**<br><br>**Policy 7.2.1: The City shall continue to participate in efforts to ensure compatibility through compliance with the Airport Land Use Compatibility Plan and involvement in monitoring noise impacts upon the city.** |

*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.*** The proposed hangar project is fully compatible with, and complementary to, the operations of the airport.

**f. Harbor Facilities**

*Applicable General Plan Goals and Policies/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***. The project area is located approximately eight miles east of the Pacific Ocean and any associated harbors.

**g. Pipelines**

*Applicable General Plan Policies* - None

*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.*** 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

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**4.3.2 Water Supply Facility Policies**<br><br>**1. *Development* that requires potable water shall be provided a *permanent potable water supply* of adequate quantity and quality that complies with applicable County and State water regulations. Water systems operated by or receiving water from Casitas Municipal Water District, the Calleguas Municipal Water District or the United Water Conservation District will be considered permanent supplies unless an Urban Water Management Plan (prepared pursuant to Part 2.6 of Division 6 of the Water Code) or a water supply and demand assessment (prepared pursuant to Part 2.10 of Division 6 of the Water Code) demonstrates that there is insufficient water supply to serve cumulative development within the district's service area. When the proposed water supply is to be drawn exclusively from wells in areas where groundwater supplies have been determined by the Environmental Health Division or the Public Works Agency to be questionable or inadequate, the developer shall be required to demonstrate the availability of a permanent potable water supply for the life of the project.**<br><br>**2. *Discretionary development* as defined in section 10912 of the Water Code shall comply with the water supply and demand assessment requirements of Part 2.10 of Division 6 of the Water Code.**<br><br>**3. *Discretionary development* shall be conditioned to incorporate water *conservation* techniques and the use of drought-resistant native plants pursuant to the County's Guide to Landscape Plans.** | **In 2014, the City approved Resolution No. 2014-71, which declared a Stage 2 Water Supply Alert; subsequently, all City water customers must comply with the City's Water Conservation Ordinance No. 14.12. Under this ordinance, in order 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.**<br><br>**City Resolution No. 2015-10 was approved in November 2015. Under this resolution, Ordinance No. 1117 was also adopted, which amends and restates Chapter 14.14 of the City Code as it relates to water conservation in landscaping to incorporate the recent updates to the State Model Water Efficient Landscape Ordinance per State of California Executive Order B-29-15.** |

### 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.*** 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 of Camarillo). 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.

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.*** In order for water service to be approved by the City for the proposed project, the airport must prepare a water impact study which demonstrates that the proposed project will not create a new demand on the City's water system. Therefore, the proposed project's water use will be offset by replacing existing water fixtures (normal water flow volume urinals, toilets, and faucets) with low flow water use fixtures within other existing airport-maintained facilities. In addition, City Resolution No. 2015-10 was approved in November 2015. Under this resolution, Ordinance No. 1117 was also adopted, which amends and restates Chapter 14.14 of the City Code as it relates to water conservation in landscaping to incorporate the recent updates

to the State Model Water Efficient Landscape Ordinance per State of California Executive Order B-29-15.

**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.*** Water demand for the proposed project has been estimated at five gpm per building to accommodate domestic demand and 4,500 gpm per building for fire flow requirements (or 2,250 gpm for those buildings fitted with fire sprinklers). 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

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**4.4.2 Waste Treatment and Disposal Facilities Policies**<br><br>**2. Any subdivision, or discretionary change in land use having a direct effect upon the volume of sewage, shall be required to connect to a public sewer system. Exceptions to this policy to allow the use of septic systems may be granted in accordance with County Sewer Policy. Installation and maintenance of septic systems shall be regulated by the County Environmental Health Division in accordance with the County's Sewer Policy, County Building Code, and County Service Area 32.**<br><br>**3. In order to reduce the need for additional wastewater treatment capacity, the County shall:**<br><br>• **require new *discretionary development* to utilize water-conserving design features;**<br>• **encourage the retrofitting of existing uses and buildings with water-conserving devices;**<br>• **require that new wastewater lateral and trunk collection lines be designed to allow the minimum feasible amount of inflow and infiltration into the wastewater collection system;**<br>• **periodically inspect existing lateral and trunk collection lines to identify areas subject to excessive inflow and infiltration and remedy identified problems as feasible.**<br><br>**6. Applicants for *discretionary development* shall be encouraged to employ practices that reduce the quantities of wastes generated and shall be requested to engage in recycling activities to further reduce the volume of waste disposed of in landfills.** | **The City does not contain specific policies regarding 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.*** The proposed project will not utilize an onsite 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.*** Sewer service will be accomplished via a private system that will terminate at a connection to the City's sewer in Las Posas Road. The system will be comprised of four pressure sewer basins to be located south of each restroom, as well as the commercial hangar building sites. These basins will connect to a two-inch diameter force main located under the main taxilane to the airport's eastern property line. From the property line, the force main will traverse under the southbound lanes of traffic in Las Posas Road to connect with an existing manhole under the roadway. The connection will be made under an OSAA with the CSD. The OSAA will be reviewed by LAFCO, and will have a time limit of five years in which to accomplish annexation into the CSD. The calculated sewer generation peak demand is 23 gpm; flows from fire suppression foam washdown are calculated separately. The City sewer system operates in conformance with the California RWQCB requirements. 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.*** The proposed hangar project will generate minimal amounts of solid waste in the long term. T-hangars and executive box hangars are generally considered as unoccupied storage facilities; therefore, no maintenance activity will be allowed within the hangar areas. 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, greenwaste, 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.*** The proposed project does not involve a solid waste facility.

## 30. UTILITIES

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**4.5.2 Public Utilities Policies**<br><br>**1. New gas, electric, cable television, and telephone utility transmission lines shall use or parallel existing utility rights-of-way where feasible and avoid scenic areas when not in conflict with the rules and regulations of the California Public Utilities Commission. When such areas cannot be avoided, transmission lines should be designed and located in a manner to minimize their visual impact.**<br>**2. All transmission lines should be located and constructed in a manner which minimizes disruption of natural vegetation and agricultural activities and avoids unnecessary grading of slopes when not in conflict with the rules and regulations of the California Public Utilities Commission.**<br><br>**3. *Discretionary development* shall be conditioned to place utility service lines underground wherever feasible.** | ***Circulation Element (2014)***<br><br>**Policy 10.1.2: The location of transformers and other above-ground utility devices shall be coordinated with the City.**<br><br>**Policy 10.1.4: Undergrounding of utilities shall be provided in accordance with City standards.** |

*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.*** Electrical service for the development will be provided by 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 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 SoCal. 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

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**2.10.2 Flood Control and Drainage Facility Policies**<br><br>**1. All necessary flood control and drainage facilities shall be constructed to meet the minimum standards of the Public Works Agency and the County Flood Control District consistent with the *goals, policies* and *programs* of the General Plan.**<br><br>**2. *Discretionary development* shall be conditioned to provide flood control and drainage facilities deemed by the Public Works Agency and Flood Control District as necessary for the development, and shall be required to contribute toward flood control facilities necessitated by cumulative *development.*** | ***Safety Element (2013)***<br><br>**Policy SAF-3.1b: Prevent incompatible land uses and development within the 100-year and 500-year floodplains and prohibit residential development within the regulatory floodway.**<br><br>**Policy SAF-3.1g: Promote low impact development techniques, such as pervious paving, onsite groundwater recharge, rainwater harvesting, minimization of building footprints, and bio-retention to improve defensive measures against storm events and storm water pollution.** |

### 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:

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.

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

- 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.*** The proposed development will collect the site's stormwater runoff, pre-treat the flows to reduce the sediment load and maintain the infiltration rate, and then route the flows through underground infiltration/detention basins. The project site north of the runway overrun is primarily open grassland that drains northwest to a flow line at the toe of the airport service road, located south of the Camarillo Hills Drain and flood control levee (refer to **Exhibit A7**, Watershed A). Along this flow line are drainage inlets approximately every 900 feet that allow stormwater runoff into the Camarillo Hills Drain. The project proposes a detention basin for Watershed A to mitigate the peak runoff for events up to a 100-year storm back to less than that of a 10-year storm event (refer to **Table A1**). This detention basin will provide a detention volume of 6,610 cf or 0.15 acre-feet.

The proposed drainage design also includes BMPs to improve water quality and mitigate potential water quality impacts caused by land development. First, the runoff from Watershed A will be collected and conveyed through gutters and directed to inlets containing catch basin inserts where pretreatment, such as removal of trash, debris, and coarse sediment, will occur. The catch basin inserts are expected to remove 80 percent of the TSS for the entire site and may include absorbent pouches to remove floating oils and grease.

Second, the detention basin will include an infiltration component with a maximum ponding depth of 1.38 feet. This infiltration system incorporates the use of a proprietary subterranean tank with two feet of cover and will give an infiltration area of approximately 15,400 sf for Watershed A. At the maximum ponding depth, a detention pipe invert will be set to act as both the detention basin inlet pipe and an overflow should the infiltration elevation exceed the 1.38-foot ponding level.

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 offsite.

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*

***Less than Significant.*** The project site south of the runway overrun (including existing pavement) drains southwest into the airfield storm drain system (refer to **Exhibit A7**, Watershed B). The project proposes a detention basin for Watershed B to mitigate the peak runoff for events up to a 100-year storm back to less than that of a 10-year storm event (refer to **Table A1**). The detention basin for Watershed B will provide a detention volume of 12,044 cf (or 0.28 acre-feet).

Again, the proposed drainage design also includes BMPs to improve water quality and mitigate potential water quality impacts caused by land development. The detention basin will include an infiltration component with a maximum ponding depth of 1.38 feet and incorporates the use of a proprietary subterranean tank with two feet of cover for an infiltration area of approximately 23,000 sf. At the maximum ponding depth, a detention pipe invert will be set to act as both the detention basin inlet pipe and an overflow should the infiltration elevation exceed the 1.38-foot ponding level.

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

## 32. LAW ENFORCEMENT/EMERGENCY SERVICES

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**4.7.2 Law Enforcement and Emergency Services Policies**<br><br>**1. The Sheriff's Department shall continue to review *discretionary* permits to ensure that an adequate level of law enforcement can be provided.**<br><br>**2. *Discretionary development* shall be conditioned to provide adequate site security during the construction phase (e.g., licensed security guard and/or fencing around the construction site, and all construction equipment, tools, and appliances to be properly secured and serial numbers recorded for identification purposes).**<br><br>**3. *Discretionary development* shall be conditioned to provide adequate security lighting (e.g., parking lots to be well lighted with a minimum 1-foot candle of light at ground level, lighting devices to be protected from the elements and constructed of vandal-resistant materials and located high enough to discourage anyone on the ground from tampering with them).**<br><br>**4. *Discretionary development* shall be conditioned to avoid landscaping which interferes with police surveillance (e.g., landscaping must not cover any exterior door or window, landscaping at entrances and exits or at any parking lot intersection must not block or screen the view of a seated driver from another moving vehicle or pedestrian, trees must not be placed underneath any overhead light fixture which would cause a loss of light at ground level).** | ***Safety Element (2013)***<br><br>**Policy SAF-1.1b: Review public safety infrastructure and staff resources as new development is planned or proposed within the City of Camarillo Planning Area.** |

*Thresholds of Significance Criteria*

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

*Impact Analysis*

***No Impact.*** 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

| *Ventura County* | *City of Camarillo* |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**4.8.2 Fire Protection Policy**<br><br>**1. *Discretionary development* shall be permitted only if adequate water supply, access and response time for fire protection can be made available.** | ***Safety Element (2013)***<br><br>**Policy SAF-1.1b: Review public safety infrastructure and staff resources as new development is planned or proposed within the City of Camarillo Planning Area.**<br><br>**Policy SAF-4.1a: Ensure that new and existing developments have an adequate water supply and access for fire protection and evacuation purposes.** |

### 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.*** The proposed project is located less than 800 feet from Fire Station No. 50, which is just south of the proposed 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.*** The proposed project is located less than 800 feet from Fire Station No. 50, which is just south of the proposed project site. Fire Station No. 50 is not only an ARFF 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

*Applicable General Plan Goals and Policies*

None.

### 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.*** The proposed project is located within the AOA of the airport and is approximately 0.25-mile from the closest schools, which are located in the mixed-use area to the south of the airport. No changes to the operation of these schools will occur as a result 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.*** 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

| ***Ventura County*** | ***City of Camarillo*** |
|---|---|
| ***General Plan Goals, Policies and Programs (2015)***<br><br>**4.10.2 Parks and Recreation Policy**<br><br>**2. *Discretionary development* which would obstruct or adversely impact access to a publicly-used recreation resource shall be conditioned to provide public access as appropriate.** | **There are no applicable City goals, policies, or programs regarding recreation.** |

*Thresholds 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.*** The proposed project is located within the AOA of 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.

SECTION C

# MANDATORY FINDINGS OF SIGNIFICANCE

## Section C
## MANDATORY FINDINGS OF SIGNIFICANCE

***Camarillo Airport***
***Northeast Hangar Development***

| **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 | |

The following mitigation measures will, therefore, be included as part of project approval (see **Appendix A** for a MMRP for the project):

*Biological Resources*

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. Pursuant to the CDFW comment letter for the proposed project dated September 16, 2015, (refer to **Appendix C**) and the project's Biological Resources Survey Report (**Appendix D**), 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. <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 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 onsite and any accidental spills shall be promptly cleaned up.

*Liquefaction Hazard*

Prior to project approval and final project design, a project-specific geologic/geotechnical report shall be prepared that has evaluated the liquefaction potential of the site. 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.

*Expansive Soils and Subsidence Hazard*

Onsite soil conditions will be fully evaluated and appropriate mitigative techniques recommended as part of a site-specific geologic technical report. 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.

*Transportation and Circulation – Roads and Highways (Cumulative Level of Service Impact); Safety and Design of Public Roads (Project-Specific Roadway Segment Impact)*

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).

SECTION D

# DETERMINATION OF ENVIRONMENTAL DOCUMENTATION

## Section D
## DETERMINATION OF ENVIRONMENTAL DOCUMENTATION

***Camarillo Airport***

***Northeast Hangar Development***

**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 6/20/16

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*** | | |
| James Harris | Airport Master Planning, Environmental Analysis and Airport Management | B.S., Civil Engineering. Responsible for master planning, noise and land use compatibility planning, and environmental documentation for airports. Extensive experience throughout the western U.S., especially in California. |
| 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 NEPA and CEQA. |
| 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. |

| *SWCA Environmental Consultants* | | |
|---|---|---|
| Benjamin Hart | Senior Project Manager/ Biologist | B.A., Biology. 15 years of biological experience and 6 years of environmental consulting experience, including 5 years conducting environmental resource work for airport projects. Expertise includes field biology and research, fish and wildlife handling and identification, agency coordination, and project management. |
| Barrett Holland | Biologist/Botanist | B.S., Environmental Science, Natural Resource Mgmt. 10 years of experience. Mr. Holland has approved U.S. Army Corps of Engineer training in wetland delineation as well as expertise in State and Federal wetland regulations. Professional skills include plant taxonomy, wildlife and botanical inventories, vegetation mapping, habitat restoration, erosion and sedimentation control issues, nesting bird surveys, protected tree surveys, and the implementation of mitigation monitoring plans. |
| Heather Gibson | Principal Investigator, Historical Archaeologist | Ph.D., Anthropology, M.A., Anthropology. Registered Professional Archaeologist (RPA) 15 years of research experience, including archival research, surveys, excavations, and construction monitoring at sites throughout California. |
| Leroy Laurie | Cultural Resource Specialist | B.S., Social Sciences. 15 years of experience as a cultural resource specialist throughout CA and NV. Technical experience in archaeological fieldwork, laboratory analysis, archaeological testing plans, and graphics/mapping. Served as the primary point of contact for Native American coordination for CEQA and Section 106 compliant projects. |
| Chad Jackson | Cultural Resource Specialist | B.S., 9 years of experience as a cultural resource specialist in CA. Technical experience in archaeological fieldwork, laboratory analysis, archaeological testing plans, and graphics/mapping. |

APPENDIX A

# 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.<br><br>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:<br><br>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.<br><br>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.<br><br>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:<br><br>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,<br><br>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

APPENDIX B

# CUMULATIVE PROJECT INFORMATION

# CUMULATIVE PROJECT INFORMATION

The purpose of this appendix is to outline those projects which have been considered during the cumulative impact analysis for this Initial Study. A cumulative impact is one in which the impact on the environment results from the incremental impact of the proposed project when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes such actions. Past projects are defined as those which have been undertaken over the past five years within the vicinity of the airport. Foreseeable future actions are defined as those which are likely to become a reality, such as projects that have been included within the airport's five-year capital improvement program (ACIP). Other developments considered are those that are planned or currently under development within the vicinity of the airport.

On-Airport Development

**Table 1** identifies past, ongoing, and proposed improvements at Camarillo Airport (from 2011 - 2021) according to the airport's currently proposed ACIP and the County's Airport Information website (2015).

**TABLE 1**
**Past, Ongoing, and Proposed Airport Improvements (Years 2011 – 2021)**
**Camarillo Airport**

| Fiscal Year (FY) | Project Description |
|---|---|
| 2011/12 | Construct new pavement on parallel taxiway |
| 2011/12 | Roof replacement at Hangar 2 |
| 2012/13 | Reconstruct pavement at apron south of Taxiway G3 and taxiway safety improvements between Taxiways G and F |
| 2012/13 | Aviation Drive perimeter fence repairs |
| 2013/14 | Rehabilitate airport pavement for Runway 8-26 and Taxiways G, A, C and D, including lighting upgrades |
| 2013/14 | Construct maintenance yard pad extension |
| 2013/14 | Burr Hangar Addition – 65 Durley Avenue |
| 2014/15 | Rehabilitate pavement for Aviation Drive airport access road |
| 2014/15 | Rehabilitate pavement at East Durley Avenue |
| 2015/16 | Rehabilitate west and central taxilanes, aprons, Durley Avenue airport access gate road and airport parking |
| 2015/16 | Rehabilitate pavement at Convair, Durley, N. Houck, and W. Post Street |
| 2015/16 | Reconstruct parking lot at Cafe/CIA |
| 2015/16 | Commemorative Air Force Hangar Addition |
| 2016 | Mental health residential care facility at 333 Skyway Drive |
| 2016 | Acquisition of former Naval parcel |
| 2020 | Runway 8-26 pavement and taxiway connector reconstruction |
| 2021 | Rehabilitate parallel Taxiway H, central apron, and pavement south of Taxiway G3 |

Sources: Camarillo Airport Capital Improvement Summary (FY11/12, FY12/13, FY13/14, FY14/15, and FY15/16; Camarillo Airport Capital Improvement Plan (ACIP) (as of November 19, 2015).

Off-Airport Development

To define cumulative projects within the off-airport areas surrounding the project site, the following approximate six-square mile cumulative project area was identified based on communication with the County's Resource Management Agency, Planning Division and the City's Community Development Department: south of U.S. Highway 101; west of Carmen Drive and an imaginary southerly extension of Carmen Drive; north of W. 5th Street (SR 34); and east of the Beardsley Wash (**Exhibit 1**).

Based on the County's website for recently approved planning projects, as well as discussions with the County Resource Management Agency Planning Division, there are no recently approved projects or substantial past projects within the study area (W. Wright, Discretionary Permit Coordinator, personal communication, November 2015).

The following street improvements are listed on the County Public Works Agency website (2015) as Active Transportation Projects or on the County's Pavement Plan for the years 2016 through 2019 within the cumulative study area:

- Intersection improvements at Pleasant Valley Road/Fifth Street (SR 34) – estimated construction from June 2016 through March 2017;

- Intersection improvements at Pleasant Valley Road/Sturgis Road – estimated construction from October 2016 through December 2016;

- Pavement improvements on Pleasant Valley Road from SR 34 to Las Posas Road (Priority 2); and

- Pavement improvements on Wood Road from SR 34 to Pleasant Valley Road (Priority 2).

The following list of City projects is based off monthly reports available on the City's website and archives, as well as a list of capital improvement projects from the City's Public Works Department, and consists of projects within the City that should be considered when addressing cumulative impacts of the Proposed Action or its alternatives (**Table 2**).

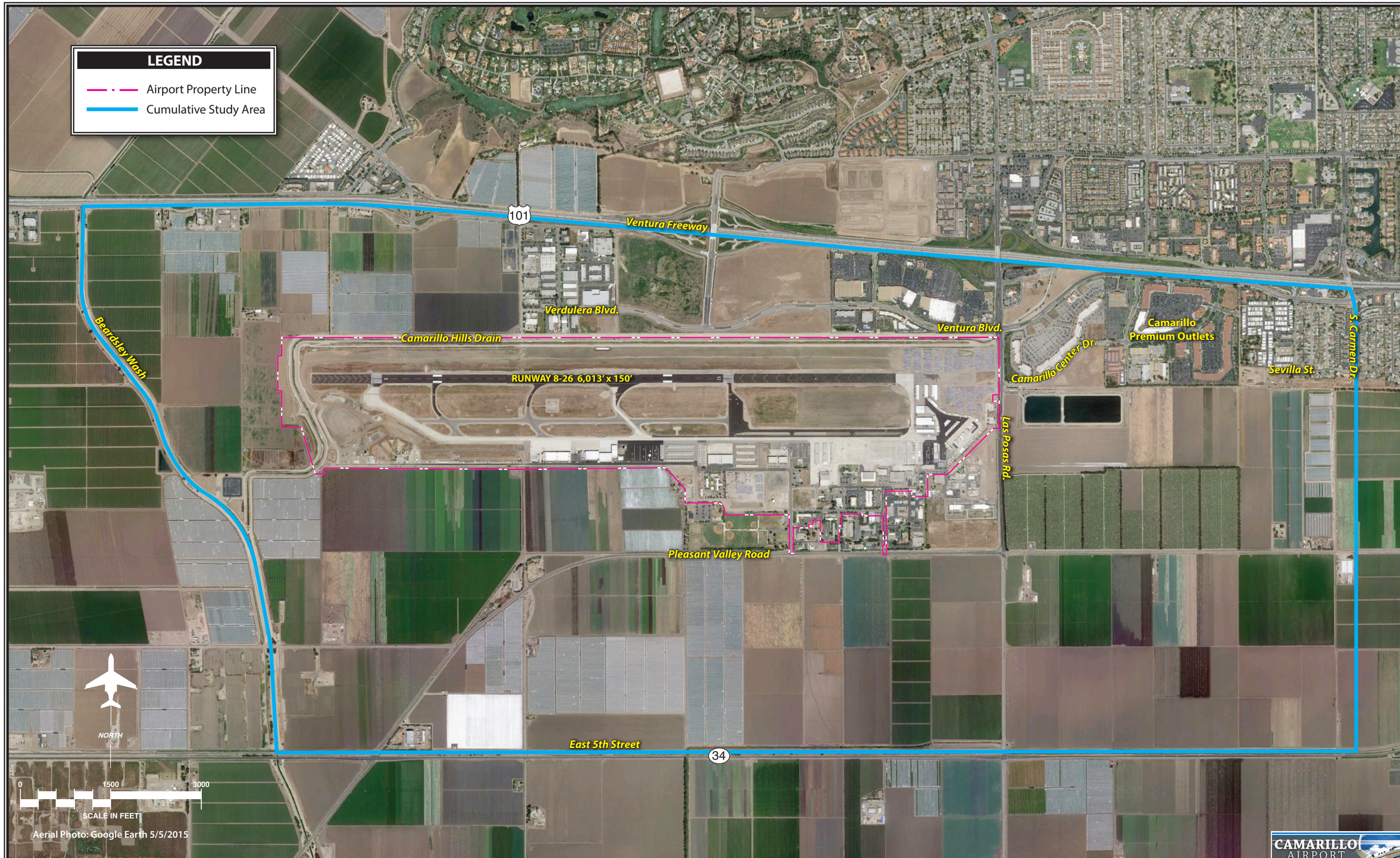


Exhibit 1
CUMULATIVE STUDY AREA

**TABLE 2**
**Past, Ongoing, and Approved City of Camarillo (Years 2011 – 2021)**

| Project Description | Location |
|---|---|
| 2011-2013: None | |
| 2014: 2 commercial buildings (10,000 sf) | Ventura Boulevard (Camarillo Premium Outlets) |
| 2014: Warehouse/industrial (95,400 sf) | Verdulera Street (Airport Business Park) |
| 2015: Kiosk coffee shop (507 sf) | Camarillo Premium Outlets |
| **Approved as of 9/2015:** | |
| 9 single-family units | South of Sevilla Street |
| Red Rock Restaurant (10,990 sf) | Ventura Boulevard (Camarillo Premium Outlets) |
| Commercial Center (499,000 sf) | Ventura Boulevard north of Airport |
| Warehouse/industrial (19,876 sf) | Verdulera Street (Airport Business Park) |
| Multi-tenant (43, 876 sf) | Verdulera Street (Airport Business Park) |
| 4 Industrial buildings (129,016 sf) | Camarillo Center Drive |
| **Capital Improvement Program as of 2015:** | |
| Las Posas Bridge fence | West side of Las Posas Road Overcrossing |
| Ventura Boulevard Park-n-Ride access improvements | Existing south entrance closure (alternate access to be determined) |
| Pleasant Valley Road bike lanes | Within cumulative project study area |
| Las Posas Road bike lanes | Within cumulative project study area |
| Well Rehabilitation – Airport 3 | North of Eubanks Street |
| Pleasant Valley Road sewer force main | Between Las Posas Road and Treatment Plant |
| Pump Station #3 rehabilitation | North of Pleasant Valley Road, east of Las Posas Road |
| Conference Center drain | Between Park-n-Ride access and Ventura Boulevard |
| Annual pavement rehabilitation | Various locations within cumulative project study area |
| Water Infrastructure repairs | Various locations within cumulative project study area |
| Sewer improvements per Sanitary Sewer Master Plan | Various locations within cumulative project study area |

Source: City of Camarillo Community Development Department, Monthly Reports, 2011 – 2015; City of Camarillo Public Works Department, email communication with Coffman Associates, December 9, 2015.
sf= square feet

Appendix C

# AGENCY RESPONSE LETTERS

# AGENCY RESPONSE LETTERS

Responses to the scoping materials were received from the following seven agencies, and are included in this appendix:

- California Department of Fish and Wildlife, dated September 16, 2015
- Ventura County Watershed Protection District (VCWPD), Water and Environmental Resources Division, dated August 31, 2015
- VCWPD, Planning and Regulatory Division, dated September 3, 2015
- VCWPD, Groundwater Section, dated September 8, 2015
- City of Camarillo, dated September 16, 2015
- Ventura County Air Pollution Control District (APCD), dated September 15, 2015
- County of Ventura, Public Works Agency, dated September 4, 2015

State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

**EDMUND G. BROWN JR., Governor**
**CHARLTON H. BONHAM, Director**

September 16, 2015

Erin Powers, Projects Administrator
Ventura County Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010
Erin.powers@ventura.org

**Subject: Environmental Assessment for Proposed Northeast Hanger Development at Camarillo Airport, Ventura County**

Dear Ms. Powers:

Thank you for the opportunity to provide preliminary scoping comments requested for the National Environmental Policy Act (NEPA) Environmental Assessment (EA) for the proposed northeast hanger development project at Camarillo Airport.

These comments have been prepared pursuant to the Department's authority as a Responsible Agency under CEQA Guidelines section 15381 over those aspects of the proposed project that come under the purview of the Fish and Game Code section 1600 *et seq.*, and pursuant to our authority as Trustee Agency with jurisdiction over natural resources affected by the project (California Environmental Quality Act, [CEQA] Guidelines § 15386).

**Base-line Biological Surveys**

The Department recommends the Lead Agency evaluate the base-line conditions as they are related to biological resources. The survey area should include the project boundary, off-site project related areas, and 500 feet from any project or project-related direct or indirect disturbance. The assessment should include both historic and current observational information of sensitive wildlife, plant, and vegetation communities. Any updated surveys should be conducted during the appropriate season of the year to maximize the probability of observing potential sensitive species that could occur in the area. Plant communities should be mapped to plant alliance level based on *A Manual of California Vegetation, Second Edition* (Sawyer et al. 2008[1]).

**Burrowing Owl and California Horned Lark**

The Department recommends that burrowing owl surveys be conducted following the Staff Report on Burrowing Owl Mitigation (Dept. of Fish and Game, March 7, 2012). Observations of burrowing owls (*Athene cunicularia*), a California Department of Fish and Wildlife (CDFW) Species of Special Concern, and California horned lark (*Eremophila alpestris actia*), a CDFW

[1] Sawyer, J. O., Keeler-Wolf, T., and Evens J.M. 2008. A manual of California Vegetation, 2nd ed. ISBN 978-0-943460-49-9.

Watch List species, are recorded in the California Natural Diversity Database (CNDDB) and have been known to occupy open grasslands adjacent to the Camarillo Airport.

**Lake and Streambed Alteration**

As a Responsible Agency under CEQA Guidelines section 15381, the Department has authority over activities in streams and/or lakes that will divert or obstruct the natural flow, or change the bed, channel, or bank (including associated vegetation), or use material from a streambed. For any such activities, the project applicant must provide written notification to the Department pursuant to section 1600 et seq. of the Fish and Game Code. Based on this notification and other information, the Department determines whether a Lake and Streambed Alteration Agreement (LSA) with the applicant is required prior to conducting the proposed activities. The Department's issuance of a LSA for a project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. As a Responsible Agency, the Department may consider the Negative Declaration or Environmental Impact Report of the local jurisdiction (Lead Agency) for the project. To minimize additional requirements by the Department pursuant to section 1600 *et seq.* and/or under CEQA, the CEQA document should fully identify the potential impacts to the stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the LSA.

Thank you for this opportunity to provide comments. Please contact Mr. Dan Blankenship, Senior Environmental Scientist (Specialist) at Daniel.Blankenship@wildlife.ca.gov or (661) 259-3750 if you have any questions and for further coordination on the proposed project.

Sincerely,

Christine Found-Jackson

for Betty Courtney
Environmental Program Manager I
South Coast Region

ec: Mr. Jeff Humble, Ventura
Ms. Christine Found-Jackson, Glendale

**Ventura County**
**Watershed Protection District**
**Water & Environmental Resources Division**

**MEMORANDUM**

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**DATE:** **August 31, 2015**

**TO:** **E. Zia Hosseinipour, Advance Planning Manager**

**FROM:** **David Kirby, Water Quality Engineer** DK

**CC:** **Ewelina Mutkowska, County Stormwater Program Section Manager**

**SUBJECT:** **County Stormwater Program Section - Review Memo**
**WC2015-0024, Camarillo Airport – Northeast Hanger Development**

I have completed the County Stormwater Program Section review of submitted materials for the subject project to assess water quality impacts.

The following items were submitted for review:

1) Environmental Assessment Letter (to Jeff Pratt from Erin Powers), dated 8/12/15 with exhibits
   a. Exhibit 1 → Location Map
   b. Exhibit 2 → Project Study Area
   c. Exhibit 3 → Camarillo Airport Northeast Hangers Conceptual Plan

***The following Conditions are associated with the Less Than Significant determination identified in the Impact Analysis at the bottom of the memo. Conditions applied are based solely on the information submitted for review. Adjustments to the conditions may be required after more detailed information is provided through the design process.***

## CONDITIONS

1. Compliance with Post-Construction Stormwater Management Plan

**Purpose:** To ensure compliance with the Los Angeles Regional Water Quality Control Board NPDES Municipal Stormwater Permit No.CAS004002 (Permit) the proposed project will be subject to the post-construction requirements for surface water quality and stormwater runoff. In accordance with Part 4.E., *"Planning and Land Development Program"* of the *Permit,* the application must include performance criteria defined in Section III of the Part 4.E and the *Permit* and the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures July 2011* (TGM).

**Requirement:** The proposed project shall meet performance criteria defined in Section III of Part 4.E of the Permit and the TGM.

**Documentation:** The Permittee shall submit the following items to the Watershed Protection District-*County Stormwater Program Section (CSWP)* for review and approval:

i. A complete site plan prepared and stamped by a California licensed civil engineer or land surveyor that accurately delineates the location of the proposed project, existing and proposed impervious surfaces, storm drain system elements, general drainage pattern, and proposed site-specific Post-Construction Stormwater Management Plan (PCSMP). A drawing detail prepared and stamped by a California licensed civil engineer or architect

verifying that the installation of the PCSMP will meet performance criteria defined in Section III of the Part 4.E of the Permit and the TGM.

ii. Drainage Study or Hydrology Report prepared and stamped by a California licensed civil engineer including applicable calculations of stormwater quality design flow and volume to meet TGM requirements.

**Timing:** The above listed items shall be submitted to the CSWP for review and approval prior to issuance of Zoning Clearance for Construction.

**Monitoring and Reporting:** CSWP staff will review the submitted materials for consistency with the Permit and TGM. Grading Inspectors will conduct inspections during construction to ensure that the installation is consistent with the approved plans. CSWP staff will conduct final inspection to verify that post-construction stormwater management controls were installed in compliance with PCSMP and other applicable standards, specifications, and regulations prior to signing off for occupancy and issuing the Certificate of Occupancy for the proposed project (CSWP-1).

2. Post-Construction Stormwater Management Plan (PCSMP) Maintenance Plan and Annual Verification

**Purpose:** To ensure compliance with the Los Angeles Regional Water Quality Control Board NPDES Municipal Stormwater Permit No.CAS004002 (Permit) Part 4.E., *"Planning and Land Development Program" and* the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures July 2011* (TGM).

**Requirement:** The Permittee 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 Permit Part 4.E., "Planning and Land Development Program" and TGM.

**Documentation:** The Permittee shall submit the following items to the Watershed Protection District – County Stormwater Program Section (CSWP) for review and approval:

i. Maintenance Plan for proposed PCSMP shall be prepared in accordance with Section 7 and Appendix I of the TGM. The plan shall be signed by the appropriate County entity that will perform the operations and maintenance of the devices and shall include but is not limited to the following:
   (1) site plan identifying the location of each device;
   (2) the maintenance processes and procedures necessary to provide for continued operation and optimum performance;
   (3) checklist for device inspection and maintenance;
   (4) a timeline for all maintenance activities; and
   (5) any technical information that may be applicable to ensure the proper functionality of this device.

ii. Completed and signed **Annual Maintenance Verification Report** (Template provided by CSWP staff upon request).

**Timing:** The above listed item (i) shall be submitted to the CSWP for review and approval prior to issuance of Zoning Clearance for Construction. The Annual Maintenance Verification Report (ii) shall be submitted to CSWP annually prior to September 15th each year after sign off for occupancy and issuing the Certificate of Occupancy.

**Monitoring and Reporting:** CSWP staff will review the submitted materials for consistency with the Permit and TGM. Maintenance Plan shall be kept on-site for periodic review by CSWP staff. (CSWP-2)

3. Compliance with Stormwater Development Construction Program

**Purpose**: To ensure compliance with the Los Angeles Regional Water Quality Control Board NPDES Municipal Stormwater Permit No.CAS004002 *(Permit)* the proposed project will be subject to the construction requirements for surface water quality and storm water runoff in accordance with Part 4.F., *"Development Construction Program" of* the Permit.

**Requirement:** The construction of the proposed project shall meet requirements contained in Part 4.F. *"Development Construction Program"* of the Permit through the inclusion of effective implementation of the Construction BMPs during all ground disturbing activities.

**Documentation:** The Permittee shall submit to the Watershed Protection District – County Stormwater Program Section (CSWP) for review and approval a completed and signed SW-2 form (Best Management Practices for Construction One Acre and Larger which can be found at http://onestoppermit.ventura.org/.

**Timing:** The above listed item shall be submitted to the CSWP for review and approval prior to Zoning Clearance for Construction or Grading Permit issuance.

**Monitoring and Reporting:** CSWP will review the submitted materials for consistency with the NPDES Municipal Stormwater Permit. Grading Permit Inspectors will conduct inspections during construction to ensure effective installation of the required BMPs. (CSWP-3)

4. State General Construction Stormwater Permit No. CAS000002 Requirements

**Purpose:** To ensure compliance with all water quality provisions in NPDES State General Construction Stormwater Permit No. CAS000002, Waste Discharge Requirements for Discharges of Stormwater Runoff Associated with Construction Activities.

**Requirement:** Proper filing of all compliance documents required under the General Construction Permit No. CAS000002.

**Documentation:** The Permittee shall prepare and submit the following items to the Watershed Protection District – County Stormwater Program Section (CSWP) for review:

i. Current Notice of Intent (NOI) in accordance with the State Water Resources Control Board requirements under the General Construction Stormwater Permit (No. CAS000002);
ii. Current Stormwater Pollution Prevention Plan (SWPPP) in accordance with the State Water Resources Control Board requirements under the General Construction Permit; and
iii. If applicable, Change of Information (COI) form and a copy of modified SWPPP at any time a transfer of ownership takes place for the entire development or portions of the common plan of development where construction activities are still on-going.

**Timing:** The above listed items (i and ii) shall be submitted to the CSWP staff for review prior to Zoning Clearance for Construction or Grading Permit issuance. In addition, if applicable, the COI form and a copy of modified SWPPP (item iii) shall be submitted anytime during project duration.

**Monitoring and Reporting:** CSWP staff will review the submitted materials for consistency with the General Construction Permit. Up-to-date and site-specific SWPPP shall be kept on-site for periodic review by the Grading Permit inspectors. (CSWP-4)

5. State General Industrial Stormwater Permit No. CAS000001 Requirements

**Purpose:** To ensure the project maintains compliance with all water quality provisions in accordance with NPDES General Permit (No. CAS000001), Waste Discharge Requirements for Discharges of Stormwater Runoff Associates with Industrial Activities.

**Requirement:** Proper filing of all compliance documents required under the NPDES General Industrial Stormwater Permit (No. CAS000001).

**Documentation:** The Permittee shall prepare and submit the following items to the Watershed Protection District – County Stormwater Program Section (CSWP) for review:

i. Current Notice of Intent (NOI) in accordance with the State Water Resources Control Board requirements under the NPDES General Industrial Stormwater Permit (No. CAS000001); or
ii. Verification of payment for current coverage year, whichever one is more recent;
iii. Copy of the project Stormwater Pollution Prevention Plan (SWPPP); and
iv. Copy of the most recent Annual Report, if applicable.

**Timing:** The above listed items shall be submitted to the CSWP for review prior to Zoning Clearance for Use Inauguration.

**Monitoring and Reporting:** CSWP staff will review the submitted materials for consistency with the General Industrial Stormwater Permit. Current and site-specific SWPPP shall be kept on-site for periodic review by the CSWP inspectors. (CSWP-5)

## IMPACT ANALYSIS

**Will the proposed project individually or cumulatively degrade the quality of surface water causing it to exceed water quality objectives as contained in Chapter 3 of the three Basin Plans?**

The proposed project will not individually or cumulatively degrade the quality of surface water causing it to exceed water quality objectives as contained in Chapter 3 of the Los Angeles Basin Plan as applicable for this area. Surface Water Quality is deemed Less than Significant (LS) because the proposed project is not expected to result in a violation of any surface water quality standards as defined in the Los Angeles Basin Plan.

**Will the proposed project directly or indirectly cause storm water quality to exceed water quality objectives or standards in the applicable MS4 Permit or any other NPDES Permits?**

The project is located at the Camarillo Airport in approximately 20 acres of the northeast quadrant of the property. The hanger and taxilane development proposes 105 T-hangers, 13 box-hangers, an approximate 20,000 SF corporate hanger building, impervious taxilanes, utility extensions and drainage improvements. In accordance with the Ventura Countywide Municipal Stormwater NPDES Permit CAS004002, "Planning and Land Development Program " Subpart 4.E, the applicant will be required to install Post- Construction Stormwater Management Plan (PCSMP) designed to ensure compliance and implementation of a PSCMP to receive and treat a volume of stormwater per Subpart 4E III. The proposed construction project involves soil disturbance of more than 1 acre. As per the Ventura Countywide Municipal Stormwater NPDES Permit CAS004002, "Development Construction Program" Subpart 4.F, the applicant will be required to include Best Management Practices (BMPs) designed to ensure compliance and implementation of an effective combination of erosion and sediment control measures for a disturbed site greater than 1 acre to protect surface water quality during construction (Tables 7 and 8 in Subpart 4.F). The proposed construction activities are also subject to coverage under the NPDES General Construction Permit (No. CAS000002). Additionally, the applicant will be required to maintain coverage under the NPDES General Permit (No. CAS000001), Waste Discharge Requirements

for Discharges of Stormwater Runoff Associated with Industrial Activities. As such, neither the individual project nor the cumulative threshold for significance would be exceeded and the project is expected to have a Less than Significant (LS) impact related to water quality objectives or standards in the applicable MS4 Permit or any other NPDES Permits.

**Will the proposed project be consistent with the applicable General Plan Goals and Policies for Item 2D of the Initial Study Assessment Guidelines?**

The proposed project is consistent with the applicable General Plan Goals and Policies for ISAG Item 2d.

Please contact me if you have any questions 805-662-6737 or email David.Kirby@ventura.org

**VENTURA COUNTY WATERSHED PROTECTION DISTRICT**
PLANNING AND REGULATORY DIVISION
800 South Victoria Avenue, Ventura, California 93009
Zia Hosseinipour – (805) 654-2454

**MEMORANDUM**

DATE: September 3, 2015

TO: Erin Powers, Project Administrator

FROM: E. Zia Hosseinipour, Advance Planning Manager E. Zia Hosseinipour

SUBJECT: Environmental Assessment for Proposed Northeast Hanger Development at Camarillo Airport, Ventura County, California
APN: 230-0-030-22, 40.86 Acres, Camarillo Airport of Ventura County
APN: 230-0-030-24, 161.67 Acres, Camarillo Airport of Ventura County
APN: 230-0-030-21, 64.58 Acres, Camarillo Airport of Ventura County
APN: 230-0-030-16, 120.11 Acres, Camarillo Airport of Ventura County
Camarillo Hills Drain & Pleasant Valley Road Drain, Zone 3
Request for Project Scoping Comments

Pursuant to your request, this office has reviewed the County of Ventura Department of Airports Memo dated August 12, 2015 and the project conceptual plans (Exhibits 1, 2 & 3) as prepared by Mead and Hunt, dated April 21, 2015 and offers the following comments.

## PROJECT DESCRIPTION:

The Ventura County Department of Airports wishes to implement a northeast hangar and taxilane project, including associated infrastructure (extensive asphalt surfaces and sewer tie-ins), on approximately 20-acres of open land in the northeast quadrant of the Camarillo Airport. The project includes the following components:

- 105 nested T-hangars and 13 box hangars
- Four 20,000 sq. ft. corporate hangars
- Taxilanes to connect the proposed hangars to the existing airfield pavement
- Utility extensions (sewer tie-ins) to serve the hangar development areas
- Drainage collection system, including storm drain pipes that will discharge to storm water into two stormwater detention/bio-infiltration basins located immediately north of the proposed hangars and future commercial buildings. Both basins will discharge northerly into the Camarillo Hills Drain channel.

## VENTURA COUNTY WATERSHED PROTECTION DISTRICT ADVANCE PLANNING SECTION COMMENTS:

1. No direct stormwater drainage connections from the proposed development, including the two stormwater detention/bio-infiltration basins, to the adjacent

Camarillo Hills Drain channel are illustrated on any of the submitted project packet materials (Exhibits 1, 2 & 3) as prepared by Mead and Hunt, dated April 21, 2015. Further, the submitted project materials do not illustrate any proposed drainage connections to Pleasant Valley Road Drain which is located along the easterly property boundary and adjacent to Las Posas Road. Both Pleasant Valley Road Drain and Camarillo Hills Drain are Ventura County Watershed Protection District jurisdictional red line channels which are regulated under the Watershed Protection District Ordinance No. WP-2 (October 10, 2013). Therefore, please discuss in the environmental document, and include exhibits illustrating all proposed drainage connections to the Pleasant Valley Road Drain and to the Camarillo Hills Drain as a result of the proposed project.

2. Please include in the Background Setting and other applicable sections of the environmental document the following Ventura County Watershed Protection Ordinance WP-2 standards:

   a) In accordance with Ventura County Watershed Protection District Ordinance W-2 effective October 10, 2013, no person shall impair, divert, 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 District jurisdictional channel without first obtaining a written permit from the District. Where applicable, Watercourse or Encroachment Permit applications must be submitted to the District for any proposed work.

   b) Any activity in, on, over, under or across any District jurisdictional red line channel, including the channel bed and banks of the Camarillo Hills Drain and the Pleasant Valley Road Drain will require permits from the Ventura County Watershed Protection District.

   c) It is the Ventura County Watershed Protection District'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; that is any increase in peak flow shall be mitigated via on-site detention/retention.

3. As part of the environmental assessment process, the Applicant is required to retain the services of a California licensed Civil Engineer to prepare and submit a Drainage Study to the Ventura County Watershed Protection District (District) for its review and approval. The Study shall address the following items:

a) Please identify the existing and proposed on-site drainage patterns and any impacts to the Camarillo Hills Drain.

b) There are existing storm drainage connections from the site to the Camarillo Hills Drain. Please identify any existing drainage connections that penetrate the levee that is located along the northern property boundary, south of Ventura Blvd. as well as any proposed drainage penetrations. For all levee penetrations, please determine if flap gates will be required.

c) Please demonstrate that the Project will not generate any additional peak flows and will mitigate any increase in impervious area in order to ensure that peak flow runoff after development will not exceed the peak flow under existing conditions for any frequency of event.

d) Please demonstrate that the Project will not impair, divert, impede or alter the characteristics of the flow of water running in the Camarillo Hills Drain, and in the Pleasant Valley Road Drain.

e) Project findings should verify compliance with the Ventura County Watershed Protection District hydrology data and flood studies.

4. Please address in the Project Required Permits section, and other applicable sections of the environmental document, that any stormwater drainage connection to the Camarillo Hills Drain, and the Pleasant Valley Road Drain, shall require a Watercourse Permit from the Ventura County Watershed Protection District. As a courtesy, the District would like to inform the Applicant at this time that a District Watercourse Permit entails the following requirements:

a) Construction plans will need to be prepared, signed, and stamped by a California licensed Civil Engineer depicting general drainage trends, existing and proposed topography and elevations, proposed improvements in both plan and profile, and construction details that meet the standards of the County of Ventura Public Works Agency and the Watershed Protection District, including any crossings to a minimum of 6-feet below the channel invert or future drainage facilities as determined by the District at the time of Permit application. Plans also need to address how the District's facilities will be protected beyond a presumed erosion setback using a slope of 2 horizontal to 1 vertical from the nearest toe of bank of the stream upward to daylight plus 25 horizontal feet, unless otherwise determined by a Geotechnical Engineer and approved by the District.

b) Site specific hydrology, hydraulics, sediment transport, and scour studies

incorporating the effects of any landscape or mitigation plans, along with geotechnical and structural analyses as required demonstrating that the proposed facilities will be stable following the completion of construction.

c) A Streambank Erosion Protection Plan.

d) A District Watercourse Permit application package shall be prepared and signed by the Permittee or a duly authorized agent and submitted to and logged by the District Permit Section.

e) The District Permit Section Manager shall review and approve the project construction plans and all applicable special studies and issue a Watercourse Permit. Work authorized shall be completed, inspected, and approved as evidenced by issuance of a Letter of Completion from the District Permit Section prior to project completion.

f) Prior to the issuance of an Watercourse Permit, the Permittee shall establish an easement and right-of-way Instrument to be recorded on the Project site and dedicated to the Ventura County Watershed Protection District for the purpose of access and the flood control purpose of periodic inundation with flood and/or storm waters. The easement and right-of-way documents shall meet the following District requirements:

   i. Shall prohibit the construction of any structures or channel improvements, unless approved by the District, including but not limited to the placement of fill material or any other facilities which may obstruct the passage of flood waters in, on, over, under, and across the Camarillo Hills Drain; and the Pleasant Valley Road Drain, within the proposed development.

   ii. Be delineated and described by a land surveyor or civil engineer licensed to practice land surveying in California.

   iii. Include closure calculations and a legal description and an exhibit complete with metes and bounds.

g) The Ventura County Watershed Protection District Watercourse Permit shall obligate the Permittee to be financially responsible for the ongoing maintenance of all stormwater connections from the subject property to the District's jurisdictional red line channels.

**END OF TEXT**

# Ventura County
# Watershed Protection District
## Groundwater Section

## MEMORANDUM

**DATE:** **September 8, 2015**

**TO:** **Ventura County Department of Airports**
**Attn: Erin Powers**

**VIA:** **Rick Viergutz/Groundwater Section Manager**

**FROM:** **Barbara Council/Water Resources Specialist**

**SUBJECT:** **WC2015-0024 Environmental Assessment for Proposed Northeast Hangar Development at Camarillo Airport, Ventura County, California**

The Project involves development of approximately 20 acres of open land on the northeast quadrant of Camarillo Airport. Project will include construction of 105 Nested T-hangers and 13 box hangars, construction of taxi lanes to join to existing airfield pavement, utility extensions and construction of a drainage collection system, and four corporate hangar building sites to be developed by private developer. This is for scoping purposes only.

The request for the review is not for a formal ISAG review; however for consistency we are using the ISAG review criteria. If this were a routine ISAG review performed by the Groundwater Section we would have the following questions:

<u>Water Resources – Groundwater Quantity</u>

In which groundwater basin is the project located and is it considered overdrafted. Is groundwater used as a water supply for the project? How will the increase in water use be mitigated? (We point out that the site is in the Pleasant Valley Groundwater Basin)

<u>Water Resources – Groundwater Quality</u>

Will there be any re-fueling of equipment or vehicles, fuel or other petroleum product storage, storage of hazardous materials or chemicals? If so Groundwater section would place the following conditions on the project:

a. Vehicle and Equipment Maintenance Area
**Purpose:** In accordance with the *Ventura County General Plan Policies 1.3.2.2 & 4a*, Vehicle and Equipment Maintenance Area is required.

**Requirement:** All vehicle and equipment maintenance shall be conducted on a covered (roof or canopy), concrete pad with a berm to be dedicated for the sole purpose of maintenance of vehicles and equipment. The concrete shall be underlain by a cemented and lapped 80 mil HDPE liner turned up on the edges to prevent leakage. Construct a closed-end sump on the

concrete pad to collect any potential liquid runoff from the maintenance area for legal disposal off site.

**Documentation:** A copy of the approved Vehicle and Equipment Maintenance Area site plan.

**Timing:** Prior to the issuance of a Zoning Clearance for use inauguration, the Permittee shall submit a Vehicle and Equipment Maintenance Area site plan to the WPD for review and approval.

**Monitoring and Reporting:** A copy of the approved Vehicle and Equipment Maintenance Area site plan will be maintained in the case file. The Permittee shall allow the WPD to inspect the Vehicle and Equipment Maintenance Area upon request. (GWQ-2)

b. Containment Area for Liquid Waste and Petroleum Products

**Purpose:** In accordance with the *Ventura County General Plan Policies 1.3.2.2 & 4a*, Containment Area for Liquid Waste and Petroleum Products is required.

**Requirement:** All liquid waste and petroleum products shall be stored in proper containers and stored in pre-approved or designated containment areas only. If waste products will be stored in an alternate temporary location, Permittee shall provide detailed plans of impermeable area with same construction as containment areas. Specifically describe where these waste products will be stored, an estimate of the amount of accumulated waste at any one time and information on the planned frequency for disposal.

**Documentation:** A copy of the approved Containment Area for Liquid Waste and Petroleum Products site plan.

**Timing:** Prior to the issuance of a Zoning Clearance for use inauguration, the Permittee shall submit a Containment Area for Liquid Waste and Petroleum Products site plan to the WPD for review and approval.

**Monitoring and Reporting:** A copy of the approved Containment Area for Liquid Waste and Petroleum Products site plan will be maintained in the case file. The Permittee shall allow the WPD to inspect the Containment Area for Liquid Waste and Petroleum Products upon request. (GWQ-3)

c. Diesel Fuel Tank Area

**Purpose:** In accordance with the *Ventura County General Plan Policies 1.3.2.2 & 4a*, Diesel Fuel Tank Area is required.

**Requirement:** The Diesel Fuel Tank Area shall be constructed with a covered (roof or canopy), concrete pad with berm designed to prevent runoff and to collect all spilled liquids into a sump for legal disposal off site. The concrete pad shall be underlain by a cemented and lapped 80-mil HDPE liner turned up on the edges to prevent leakage.

**Documentation:** A copy of the approved Diesel Fuel Tank Area site plan.

**Timing:** Prior to the Issuance of a Zoning Clearance for use inauguration, the Permittee shall submit a Diesel Fuel Tank Area site plan to the WPD for review and approval.

**Monitoring and Reporting:** A copy of the approved Diesel Fuel Tank Area site plan will be maintained in the case file. The Permittee shall allow the WPD to inspect the Diesel Fuel Tank Area upon request. (GWQ-4)

d. Containment Area for Hazardous Materials

**Purpose:** In accordance with the *Ventura County General Plan Policies 1.3.2.2 & 4a*, Containment Area for Hazardous Materials is required.

**Requirement:** The Permittee shall submit a site plan to the WPD that shows all hazardous materials, fertilizers and chemicals are stored in a Containment Area properly designated and equipped for the safe storage of the hazardous materials, fertilizers and chemicals.

**Documentation:** A copy of the approved Containment Area for Hazardous Materials site plan.

**Timing:** Prior to the issuance of a Zoning Clearance for use inauguration, the Permittee shall submit the Containment Area for Hazardous Materials site plan to the WPD for review and approval.

**Monitoring and Reporting:** A copy of the approved Containment Area for Hazardous Materials site plan will be maintained in the case file. The Permittee shall allow WPD to inspect the Containment Area for Hazardous Materials upon request. (GWQ-7)

Water Resources – Surface Water Quantity

It doesn't appear that surface water will be used as a water source for the project.

Water Supply - Quantity

Is a permanent domestic water supply required for this project or is there an increase in the existing water demand, such as increased number of employees, increased number of clients, increased sanitary facilities, etc.? It appears from the drawings that there will be new sewer and water tie-ins. If so we will require a will serve letter from the water purveyor stating that they can provide for the increased water needs.

# City of Camarillo

601 Carmen Drive, Camarillo, CA 93010 | Ph: 805.388.5360 | Fax: 805.388.5388

email: erin.powers@ventura.org


September 15, 2015

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

**Subject: Environmental Assessment for Proposed Northeast Development at Camarillo Airport**

Thank you for the opportunity to provide comments on the above-referenced project. The City of Camarillo offers the following comments:

Department of Community Development

- The letter indicated that the County is preparing an Environmental Assessment, pursuant to the National Environmental Policy Act (NEPA), but does not mention the environmental analysis to be conducted for compliance with the California Environmental Quality Act (CEQA). The City recommends that the County complete the necessary environmental review required under CEQA.
- The environmental analysis needs to evaluate cumulative impacts to noise, air quality, greenhouse gas emissions, light and glare. Additionally, aesthetic impacts need to be addressed due to the proximity to Las Posas Road, which is identified as a scenic corridor in the General Plan Community Design Element.
- The City requests that the project plans be forwarded to the Department of Community Development when available, for review of the site plan and building architecture for consistency with the Community Design Element.

Public Works - Traffic Division

- The scope of the Environmental Assessment (EA) for the subject proposed northeast hangar development project needs to include a discussion of, and evaluation of, the proposed contractor access route (option 2) that indicates vehicular access to and from Los Posas Road approximately opposite Camarillo Center Drive. As discussed in the past with County airports staff, such a new access driveway would be restricted to right-turns into and out of the airport property. Also, Los Posas Road in the vicinity of the new driveway would need to be widened to accommodate a third southbound

travel lane plus a southbound-to-westbound deceleration lane into the airport driveway.

- The EA needs to include projections of contractor traffic volumes that would utilize the proposed temporary Los Posas Road driveway and any mitigations measures that may be required. If the Department of Airports plans the driveway to be permanent, the EA needs to contain projections of future driveway traffic that will be generated at full build out of the Airport Master Plan, the impacts of the airport traffic at intersections along Las Posas Road at City General Plan build out, and the identification of potential traffic mitigation measures.
- If the contractor access route (option 1) to and from the intersection of Pleasant Valley Road and Airport Way is to be the temporary construction route, and the permanent northeast hanger development area access route, the EA needs to include projections of temporary and permanent traffic impacts at that intersection and at intersections on Las Posas Road.

Camarillo Sanitation District

- The Camarillo Airport's sewer infrastructure is owned and operated by the County of Ventura, and discharges its sewer flows to the Camarillo Sanitary District's (CSD) sewer collection system for treatment. The proposed development at the Camarillo Airport is outside of the CSD service area and cannot connect to our sewer system unless it is annexed. CSD requires approval from Ventura County LAFCO for annexing the property into our service area, unless an "Out of District" agreement is approved by Camarillo Airport CUE, CSD, and LAFCO.

Camarillo Water Division

- The proposed development area is within the City of Camarillo (City) Water service area. All City water customers (existing and future) must comply with Water Conservation Ordinance No. 14.12. In 2014, the City approved resolution no. 2014-71 which declares a Stage 2 Water Supply Alert. Under the City's water conservation ordinance, new developments must prepare a water impact study prior to project approval. In order for the new service to be approved, the water impact study must demonstrate that the proposed project will not create a new demand on the city's water system.

If you have any questions or if clarification is needed, please feel free to contact Jaclyn Lee, Senior Planner at 805.383.5616 at your convenience.

Sincerely,

Joseph R. Vacca

Joseph R. Vacca, AICP, Director
Department of Community Development

JL*:sb (f:\Other Agencies\Northeast Development at Camarillo Airport)

September 15, 2015

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

Subject: Environmental Assessment for the Proposed Northeast Hangar and Taxilane Development at the Camarillo Airport, Ventura County

Dear Ms. Powers:

Air Pollution Control District staff has reviewed the subject environmental assessment, which addresses the Camarillo Airport's development of 20 acres of open land, including hangar development with 105 nested T-hangars and 13 box hangars, four 20,000 sq. ft. corporate hangar buildings, construction of taxilanes to join the proposed development to existing airfield pavement, construction of utility extensions to serve the hangar development areas, construction of a drainage collection system and improvements to the airport's existing detention area and bio infiltration facilities. We understand you are seeking comments regarding environmental resources that would be affected by the proposed development and potential cumulative impacts that may occur upon project implementation.

Based on information provided by the applicant and the CalEEmod air emissions modeling program, air quality impacts will be below the 25 pounds per day threshold for reactive organic compounds (ROG) and oxides of nitrogen (NOx) as described in the Ventura County Air Quality Assessment Guidelines (2 lbs/day ROG and 4.7 NOx – see attached computer print-out). Therefore, the project will not have a significant impact on regional air quality.

**Greenhouse Gases**

The Ventura County Air Pollution Control District has not yet adopted any approach to setting a threshold of significance for land use development projects in the area of project greenhouse gas emissions. The project will generate less than significant impacts to regional and local air quality and the project will be subject to a condition of approval to ensure that all project construction and operations shall be conducted in compliance with

all APCD Rules and Regulations. Furthermore, the amount of greenhouse gases anticipated from the project will be a small fraction of the levels being considered by the APCD for greenhouse gas significance thresholds and far below those adopted to date by any air district in the state. Therefore, the project specific and cumulative impacts to greenhouse gases are less than significant.

**Project Conformity**

The proposed project may be subject to the requirements of the federal General Conformity regulation. Conformity is defined in the Clean Air Act as conformity to an air quality implementation plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards, exacerbate existing violations, or interfere with timely attainment or required interim emission reductions towards attainment. Section 176(c) of the Clean Air Act requires the EPA to develop criteria and procedures for determining the conformity of transportation and nontransportation (general) projects that require federal agency approval or funding with the applicable air quality plan.

On November 23, 1993, a rule entitled "Determining Conformity of General Federal Actions to State or Federal Implementations Plans" was published in the Federal Register. This rule states that a federal agency may not "engage in, support in any way or provide financial assistance for, license or permit, or approve any activity which does not conform to an applicable implementation plan." We recommend that the project's environmental assessment be expanded to include a summary of the federal general conformity rule, which actions(s) related to the project may require a conformity analysis to be performed, and which agencies will likely be involved with the conformity determination(s).

## Air Pollution Control District (APCD) Conditions

Although the project is not expected to result in any significant air quality impacts, the District recommends the following conditions be placed on the project to help minimize fugitive dust, particulate matter and creation of ozone precursor emissions that may result from site preparation, grading, construction of utilities, bio infiltration facilities, runways and hangars:

**1. Prevention of Fugitive Dust**

**Purpose:** To ensure that fugitive dust and particulate matter that may result from site preparation and construction activities on the site are minimized.

**Requirement:** The applicant shall comply with the provisions of applicable VCAPCD Rules and Regulations, which include but are not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust).

**Documentation:** The Lead Agency shall ensure compliance with the following provisions:

**I.** The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust;

**II.** 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;

**III.** All trucks shall cover their loads as required by California Vehicle Code §23114.

**IV.** Fugitive dust throughout the construction site shall be controlled by the use of 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.

**V.** Signs shall be posted onsite limiting traffic to 15 miles per hour or less.

**VI.** 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 onsite activities and operations from being a nuisance or hazard, either offsite or onsite.

**2. <u>Construction Equipment</u>**

**Purpose:** To ensure that ozone precursor and diesel particulate emissions from mobile construction equipment are reduced to the greatest amount feasible.

**Requirement:** The Permittee shall comply with the provisions of applicable VCAPCD ROC and NOx Construction Mitigation Measures, which include but are not limited to, provisions of Section 7.4.3 of the *Ventura County Air Quality Assessment Guidelines*.

I. Construction equipment shall not have visible emissions, except when under load.

II. 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.

If you have any questions, please call me at (805) 645-1426 or email: Alicia@vcapcd.org.

Sincerely,

Alicia Stratton
Air Quality Specialist

# test

**Ventura County APCD Air District, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| User Defined Commercial | 1.00 | User Defined Unit | 0.00 | 0.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.6 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 8 | | | **Operational Year** | 2016 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 630.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per applicant & ITE Trip Generation Manual 9th Edition 022

Vehicle Trips - per applicant

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblProjectCharacteristics | OperationalYear | 2014 | 2016 |
| tblVehicleTrips | CNW_TTP | 0.00 | 100.00 |
| tblVehicleTrips | PR_TP | 0.00 | 100.00 |
| tblVehicleTrips | ST_TR | 0.00 | 435.00 |
| tblVehicleTrips | SU_TR | 0.00 | 532.00 |
| tblVehicleTrips | WD_TR | 0.00 | 590.00 |

## 2.0 Emissions Summary

| | 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 |

## 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 | 1.0000e-005 | 0.0000 | 1.0000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 2.2000e-004 | 2.2000e-004 | 0.0000 | | 2.3000e-004 |
| Energy | 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 |
| Mobile | 2.0046 | 4.7675 | 19.9690 | 0.0459 | 3.3081 | 0.0595 | 3.3676 | 0.8818 | 0.0547 | 0.9365 | | 4,014.2263 | 4,014.2263 | 0.1632 | | 4,017.6539 |
| **Total** | **2.0046** | **4.7675** | **19.9691** | **0.0459** | **3.3081** | **0.0595** | **3.3676** | **0.8818** | **0.0547** | **0.9365** | | **4,014.2265** | **4,014.2265** | **0.1632** | **0.0000** | **4,017.6541** |



### 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 | 1.0000e-005 | 0.0000 | 1.0000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 2.2000e-004 | 2.2000e-004 | 0.0000 | | 2.3000e-004 |
| Energy | 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 |
| Mobile | 2.0046 | 4.7675 | 19.9690 | 0.0459 | 3.3081 | 0.0595 | 3.3676 | 0.8818 | 0.0547 | 0.9365 | | 4,014.2263 | 4,014.2263 | 0.1632 | | 4,017.6539 |
| **Total** | **2.0046** | **4.7675** | **19.9691** | **0.0459** | **3.3081** | **0.0595** | **3.3676** | **0.8818** | **0.0547** | **0.9365** | | **4,014.2265** | **4,014.2265** | **0.1632** | **0.0000** | **4,017.6541** |

| | 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 | Demolition | Demolition | 1/1/2016 | 12/31/2015 | 5 | 0 | |
| 2 | Site Preparation | Site Preparation | 1/1/2016 | 12/31/2015 | 5 | 0 | |
| 3 | Grading | Grading | 1/1/2016 | 12/31/2015 | 5 | 0 | |
| 4 | Building Construction | Building Construction | 1/1/2016 | 12/31/2015 | 5 | 0 | |
| 5 | Paving | Paving | 1/1/2016 | 12/31/2015 | 5 | 0 | |
| 6 | Architectural Coating | Architectural Coating | 1/1/2016 | 12/31/2015 | 5 | 0 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)**

### OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Paving | Cement and Mortar Mixers | 4 | 6.00 | 9 | 0.56 |
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Grading | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Building Construction | Cranes | 1 | 4.00 | 226 | 0.29 |
| Building Construction | Forklifts | 2 | 6.00 | 89 | 0.20 |
| Site Preparation | Graders | 1 | 8.00 | 174 | 0.41 |
| Paving | Pavers | 1 | 7.00 | 125 | 0.42 |
| Paving | Rollers | 1 | 7.00 | 80 | 0.38 |
| Demolition | Rubber Tired Dozers | 1 | 1.00 | 255 | 0.40 |
| Grading | Rubber Tired Dozers | 1 | 1.00 | 255 | 0.40 |
| Building Construction | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Demolition | Tractors/Loaders/Backhoes | 2 | 6.00 | 97 | 0.37 |
| Grading | Tractors/Loaders/Backhoes | 2 | 6.00 | 97 | 0.37 |
| Paving | Tractors/Loaders/Backhoes | 1 | 7.00 | 97 | 0.37 |
| Site Preparation | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |

C-25

## 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 4 | 10.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 2 | 5.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 4 | 10.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 5 | 0.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 7 | 18.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 0.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

### 3.1 Mitigation Measures Construction

## 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 | | | | | |
| Unmitigated | 2.0046 | 4.7675 | 19.9690 | 0.0459 | 3.3081 | 0.0595 | 3.3676 | 0.8818 | 0.0547 | 0.9365 | | 4,014.2263 | 4,014.2263 | 0.1632 | | 4,017.6539 |
| Mitigated | 2.0046 | 4.7675 | 19.9690 | 0.0459 | 3.3081 | 0.0595 | 3.3676 | 0.8818 | 0.0547 | 0.9365 | | 4,014.2263 | 4,014.2263 | 0.1632 | | 4,017.6539 |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| User Defined Commercial | 590.00 | 435.00 | 532.00 | 1,486,893 | 1,486,893 |
| Total | 590.00 | 435.00 | 532.00 | 1,486,893 | 1,486,893 |

### 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 |
| User Defined Commercial | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 100.00 | 100 | 0 | 0 |

county of ventura

PUBLIC WORKS AGENCY
JEFF PRATT
Agency Director

Watershed Protection District
**Tully K. Clifford,** Director

Transportation Department
**David L. Fleisch,** Director

Engineering Services Department
**Herbert L. Schwind,** Director

Water & Sanitation Department
**David J. Sasek**, Director

Central Services Department
**Janice E. Turner,** Director

# MEMORANDUM

DATE: September 4, 2015

TO: Erin Powers, Project Administrator

FROM: Brian Trushinski, Floodplain Manager

SUBJECT: Environmental Assessment for Proposed Northeast Hanger Development at Camarillo Airport, Ventura County, California
APN: 230-0-030-22, 40.86 Acres, Camarillo Airport of Ventura County
APN: 230-0-030-24, 161.67 Acres, Camarillo Airport of Ventura County
APN: 230-0-030-21, 64.58 Acres, Camarillo Airport of Ventura County
APN: 230-0-030-16, 120.11 Acres, Camarillo Airport of Ventura County
Camarillo Hills Drain & Pleasant Valley Road Drain, Zone 3
Request for Project Scoping Comments

Pursuant to your request, this office has reviewed the County of Ventura Department of Airports Memo dated August 12, 2015 and the project conceptual plans (Exhibits 1, 2 & 3) as prepared by Mead and Hunt, dated April 21, 2015 and offers the following comments.

## PROJECT DESCRIPTION:

The Ventura County Department of Airports wishes to implement a northeast hangar and taxilane project, including associated infrastructure (extensive asphalt surfaces and sewer tie-ins), on approximately 20-acres of open land in the northeast quadrant of the Camarillo Airport. The project includes the following components:

- 105 nested T-hangars and 13 box hangars
- Four 20,000 sq. ft. corporate hangars
- Taxilanes to connect the proposed hangars to the existing airfield pavement
- Utility extensions (sewer tie-ins) to serve the hangar development areas
- Drainage collection system, including storm drain pipes that will discharge to storm water into two stormwater detention/bio-infiltration basins located immediately north of the proposed hangars and future commercial buildings. Both basins will discharge northerly into the Camarillo Hills Drain channel.

## VENTURA COUNTY PUBLIC WORKS AGENCY: FLOODPLAIN MANAGEMENT SECTION COMMENTS:

1. The northern property boundary is located in a Federal Emergency Management Agency (FEMA) Special Flood Hazard Area (SFHA); specifically in the 1% annual

chance Regulatory Floodway of the Camarillo Hills Drain channel. This is evidenced on the FEMA Flood Insurance Rate Map (FIRM) 06111C0929E effective January 20, 2010. The remainder of the property is located in an 'X-Shaded Zone (500-year floodplain).The Applicant should include an exhibit that identifies all proposed development, including buildings, site grading, and equipment and service utilities (i.e., electrical, mechanical, plumbing, heating) relative to the FEMA FIRM floodplain and Regulatory Floodway.

2. The Applicant is hereby informed that proposed development within the FEMA "X-Shaded Zone" floodplain will require a Floodplain Clearance from the Ventura County Public Works Agency Floodplain Manager prior to the issuance of a Zoning Clearance for Use Inauguration.

3. The Applicant is hereby informed that proposed buildings are not permitted in the Regulatory Floodway of the Camarillo Hills Drain channel.

**END OF TEXT**

APPENDIX D

# BIOLOGICAL RESOURCES SURVEY REPORT

# CAMARILLO AIRPORT NORTHEAST HANGAR DEVELOPMENT PROJECT BIOLOGICAL RESOURCES SURVEY REPORT

June 2016

SUBMITTED TO

Coffman Associates
4835 East Cactus Road, Suite 235
Scottsdale, AZ 85254

SUBMITTED BY

SWCA Environmental Consultants
1422 Monterey Street, Suite C200
San Luis Obispo, CA 93401

# Camarillo Airport Northeast Hangar Development Project
# Biological Resources Survey Report
# Camarillo, Ventura County, California

Prepared for:

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Prepared by:

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SWCA Project No. 31827

June 15, 2016

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Appendix B: CNDDB, USFWS, and Ventura County Species Lists
Appendix C: List of Flora Observed During Field Surveys
Appendix D: Photo Documentation

# 1 INTRODUCTION

## 1.1 Purpose of Assessment

Coffman Associates retained SWCA Environmental Consultants (SWCA) to conduct a Biological Resources Survey Report (BRSR) in support of environmental review and permitting for the Camarillo Airport Northeast Hangar Project (project). SWCA has prepared this BRSR to evaluate the existing environment and biological resources in the project area and surrounding vicinity, and to evaluate potential impacts to sensitive habitats, jurisdictional wetland or water features, or federally and state listed and locally important species or their habitats within the Biological Study Area (BSA), defined as the project footprint and adjacent areas within approximately 250 feet, and encompassing approximately 47.3 acres (refer to Figures 1 and 2). This BRSR includes a discussion of the methods used to evaluate the BSA, findings of background research and field surveys, potential impacts to federally and state protected biological resources, and recommendations to avoid or minimize these impacts.

## 1.2 Project Location and Description

The Camarillo Airport (CMA) is located at 555 Airport Way in the city of Camarillo in Ventura County, California (refer to Figures 1 and 2). The CMA property is bordered by Ventura Boulevard to the north and agricultural, commercial/industrial areas to the east, south, and west. CMA is located within the U.S. Geologic Survey (USGS) Camarillo 7.5-minute topographic quadrangle (quad).

The proposed project includes the development of approximately 20 acres of open land on the northeast quadrant of CMA. The project limits to the north and east are an on-airport service road south of the Camarillo Hills Drainage Channel and Los Posas Road, respectively. The proposed project also includes hangar development on the west side of Taxiway G1, south of the runway overrun and north of Taxiway G (refer to Figure 3). In general, the project includes the following elements:

- Six box hangars, seven executive hangars, and 105 nested T-hangars to be developed by the County of Ventura Department of Airports (County) in phases.
- Four approximate 20,000-square-foot corporate hangar building sites to be developed by a private developer. The actual building dimensions and locations may vary depending on the future developer's plan for the allowable lease area.
- Construction of taxi lanes to join the proposed development to existing airfield pavements.
- Construction of utility extensions to serve the hangar development areas, including water service (for fire protection and restroom facilities), sewer service, electrical service, and communication services (cable, telephone, and internet).
- Construction of a drainage collection system, including concrete valley gutters and storm drain pipe and catch basins. The project will also include improvements to an existing detention area as well as infiltration facilities to ensure there will not be an increase in the discharge of water from the site as a result of the proposed improvements.
- Site access for the County-owned hangar area will occur via established on-airport roads through airport security gates. No access directly to Las Posas Road is proposed.

**Figure 1. Project Vicinity Map**

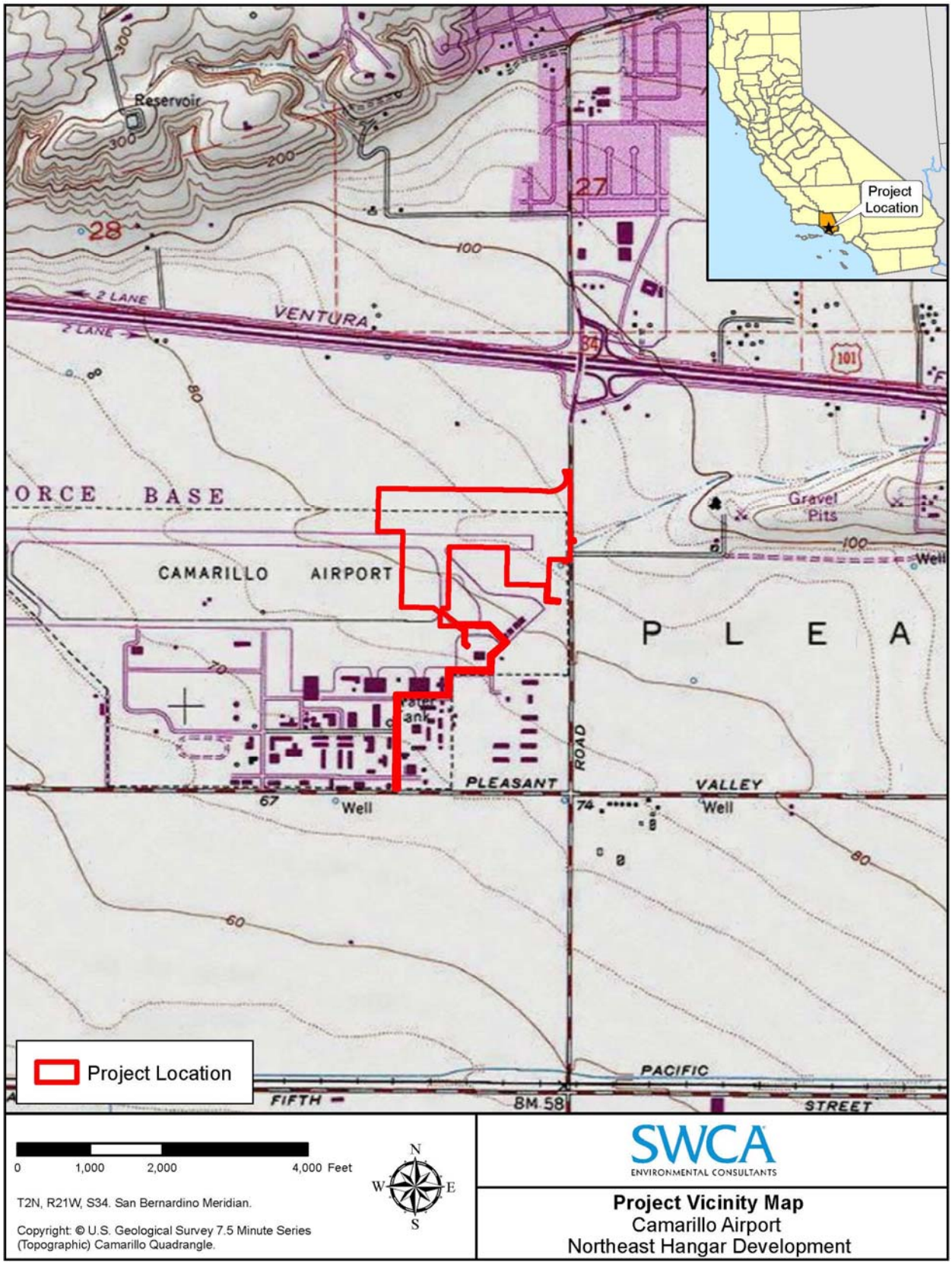


**Figure 2. Project Location Map**

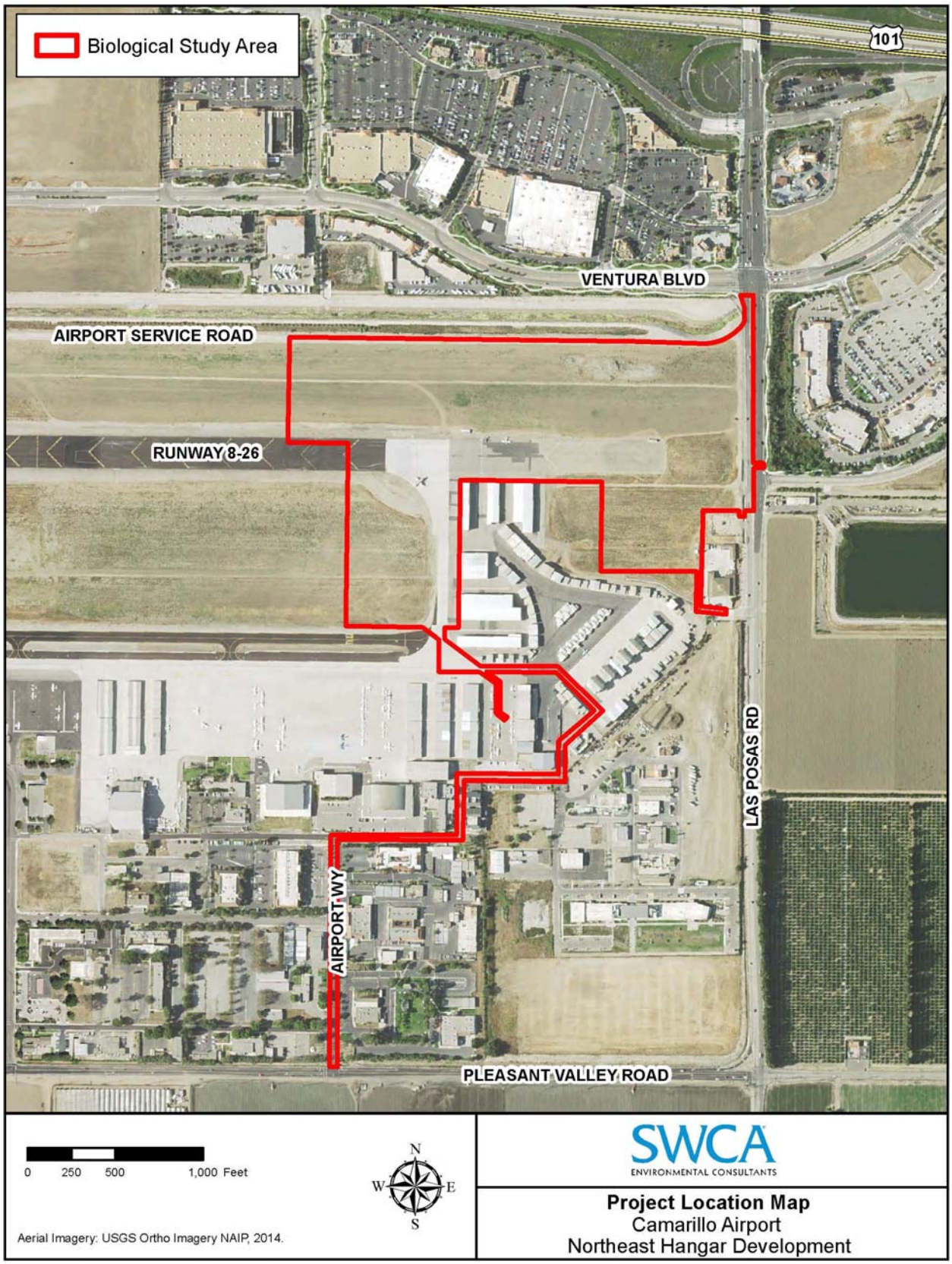
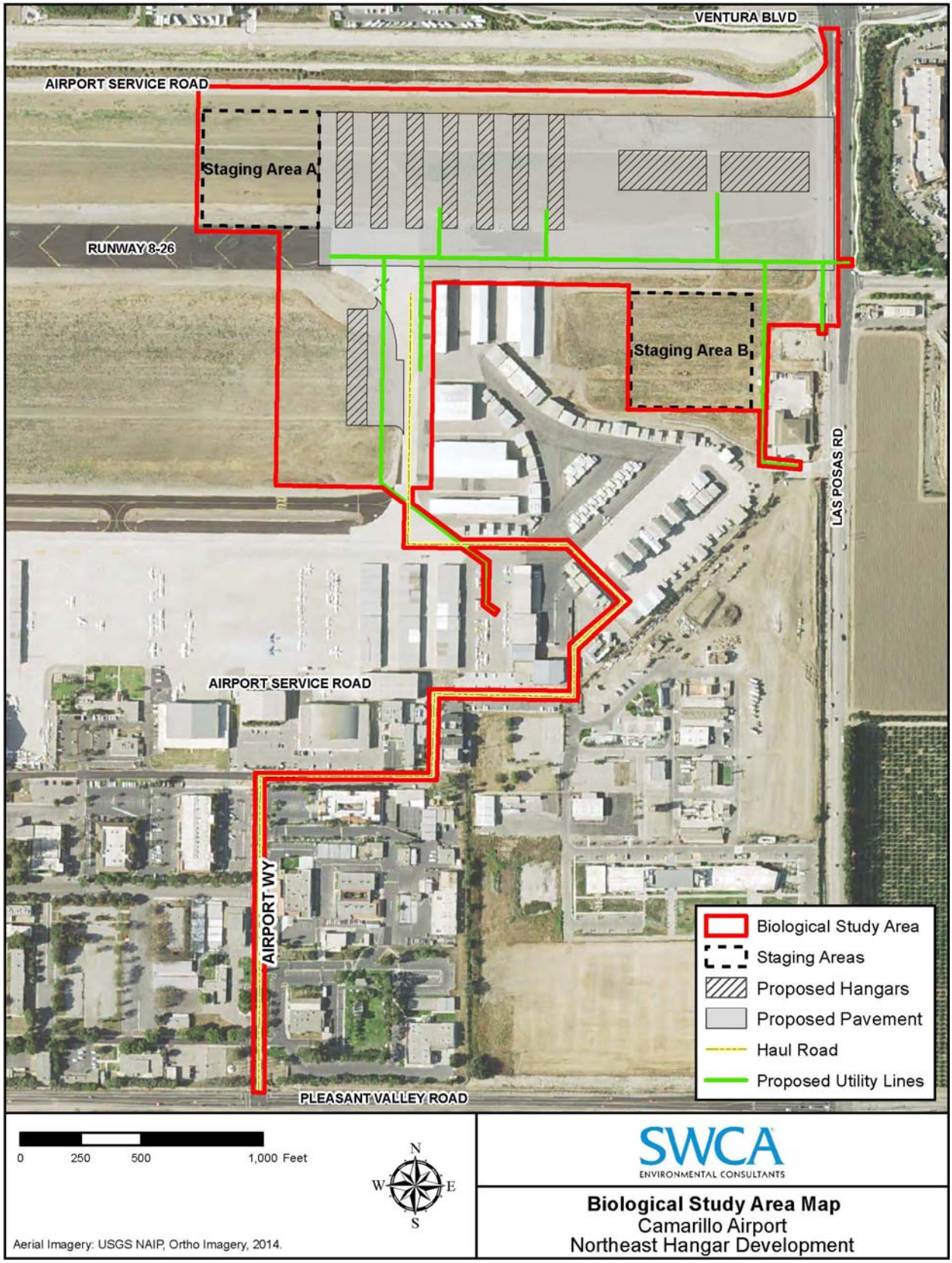


**Figure 3. Biological Study Area Map**



# 2 METHODOLOGY

## 2.1 Literature and Database Search

Prior to conducting a field survey of the BSA, the following information sources were reviewed to determine the potential for federally and State protected resources to occur in the project area:

- USGS topographic maps of the BSA and vicinity;
- Recent color aerial photography of the BSA;
- California Natural Diversity Database (CNDDB) records for Camarillo and the seven surrounding USGS quads (Oxnard, Newbury Park, Saticoy, Santa Paula, Triunfo Pass, Point Mugu, and Moorpark);
- U.S. Fish and Wildlife Service (USFWS) Information for Planning and Conservation (IPaC) species list for CMA;
- USFWS National Wetlands Inventory (NWI);
- USFWS Critical Habitat Mapper; and,
- U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) Web Soil Survey.

A list of special-status plant and animal species and sensitive biological resources (e.g., wetlands) that may occur in the BSA and surrounding vicinity was compiled based on the results of the literature and database search. For the purposes of this assessment, "special-status" resources are those that are of management concern to federal, State, and local natural resource agencies, and include those that are:

- Species listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (ESA) (50 Code of Federal Regulations [CFR] 17.12 [listed plants], 50 CFR 17.11 [listed animals], and various notices in the Federal Register [FR] [proposed species]);
- Species that are candidates for possible future listing as threatened or endangered under ESA;
- Species listed or proposed for listing by the State of California as threatened or endangered under the California Endangered Species Act (California ESA) (14 California Code of Regulations [CCR] 670.5);
- Species that meet the definitions of rare or endangered under the California Environmental Quality Act (CEQA) (State CEQA Guidelines Section 15380);
- Plants listed as rare under the Native Plant Protection Act (California Fish and Game Code Section [CFGC Section 1900);
- Plants considered by the California Native Plant Society (CNPS) to be "rare, threatened, or endangered in California" (Lists 1B and 2 in CNPS 2012);
- Animal species of special concern as listed by California Department of Fish and Game (CDFW);
- Animals fully protected in California (California Fish and Game Code Sections 3511 [birds], 4700 [mammals], 5050 [amphibians and reptiles], and 5515 [fish]);
- Animals included on the California Special Animals List (CDFW 2015c);
- Migratory birds protected by the Migratory Bird Treaty Act of 1918 (MBTA);
- Species included in the Ventura County Locally Important Species List;

- Wetlands or waters protected by the Regional Water Quality Control Board (RWQCB) and/or U.S. Army Corps of Engineers (USACE) (Clean Water Act Sections 401 and 404); and,
- Wetlands or waters considered jurisdictional by CDFW (California Fish and Game Code Section 1600).

The list of special-status species compiled from the literature review and background research is included as Appendix A. The lists generated from the CNDDB eight-quad search and the official USFWS list are included as Appendix B. Species on the list were assessed for their likelihood to occur within the BSA based on their habitat requirements and any previously-documented occurrences in the vicinity, and each species was ranked for its likelihood to occur:

- A "high" rank was given for species that have been previously documented within the BSA, and/or where essential habitat elements exist within the BSA;
- A "medium" rank was given for species that have been previously documented within or near the BSA or surrounding vicinity, and where preferred habitat elements exist within the BSA;
- A "low" rank was given for species with no known observations within the BSA or vicinity, and where habitat elements exist within the BSA or vicinity, but the quality of that habitat is degraded or of poor quality, and/or where BSA conditions and land uses deter its use of the BSA; and,
- A "not likely to occur" rank was given for species with no known observations within the BSA or vicinity, and where no suitable habitat exists within the BSA.

## 2.2 Field Surveys

SWCA Senior Biologist Benjamin Hart and Biologist Barrett Holland conducted reconnaissance-level field surveys of the BSA on August 27, 2015. The surveys focused on the presence of suitable habitat conditions for, or occurrence of, special-status species and wetland/water resources identified during the literature review and background research. All visible fauna and flora were recorded and identified to the lowest possible taxon. Photos were taken of representative habitat types within the BSA, and GPS data was collected at the existing drainage swale. Soil test pits were excavated within and adjacent to the drainage swale located on the west side of the BSA to investigate for presence of hydric soils. Following the field surveys, the ranking of each special-status species' potential to occur was updated based on the findings of the surveys and analysis of the habitat types present in the BSA (refer to Appendix A, Table A-1).

Vegetation communities were described in field notes, verified on aerial photographs, and described according to *Preliminary Description of the Terrestrial Natural Communities of California* (Holland 1986) and the *Manual of California Vegetation* (Sawyer et al. 2009). Surveys included a preliminary assessment of habitat for special-status plant species. Observed plant species were identified based on *The Jepson Manual of Vascular Plants of California, Second Edition* (Baldwin et al. 2012). The suitability of each of the habitats in the BSA to support special-status plant species was noted.

# 3 EXISTING CONDITIONS

The BSA is approximately 55–95 feet above mean sea level, with relatively flat topography throughout CMA property. Land uses surrounding the BSA include a mixture of residential, light industrial, commercial development, and recreational. Soils on CMA consist mostly Pacheco silty clay loam; however, Camarillo loam, sandy substratum; Cropley clay, calcareous variant; and Hueneme sandy loam are also present.

Drainage facilities on and around CMA consist of several swales, ditches, culverts, and drainage canals including the Camarillo Hills Drain north of the BSA, Wood Creek west of the BSA, and Pleasant Valley Drain south of the BSA. These larger drainage features all eventually flow southwest of the BSA into the Revolon Slough channel and eventually to the Pacific Ocean.

Within the BSA, surface runoff in the unpaved area north of the runway flows to the northwest into a shallow swale that borders the northern airport property boundary and then north through a culvert into the Camarillo Hills Drain. Surface runoff from the paved areas of the runway and hangars to the south of the runway flow into storm drains and culverts, or sheet flow to two shallow unnamed drainage channels that begin in the southwest portion of the BSA and converge before running west out of the BSA in the infield between the runway and Taxiway G. This drainage channel flows west through culverts under Taxiways A, B, and C, and then south through a culvert structure that leaves the airport property and into Wood Creek (parallel to Wood Road), and subsequently into the Pleasant Valley Drain near the junction of Wood Road and East Pleasant Valley Road. West of Taxiway C, surface flows are directed southwest through culverts toward the Camarillo Hills Drain and eventually into Revolon Slough (refer to Appendix D, Photo 3) and/or dissipate naturally. Surface runoff in the unpaved portions of proposed Staging Area B (refer to Figure 3) flow to the southeast and out of the BSA toward Las Posas Road.

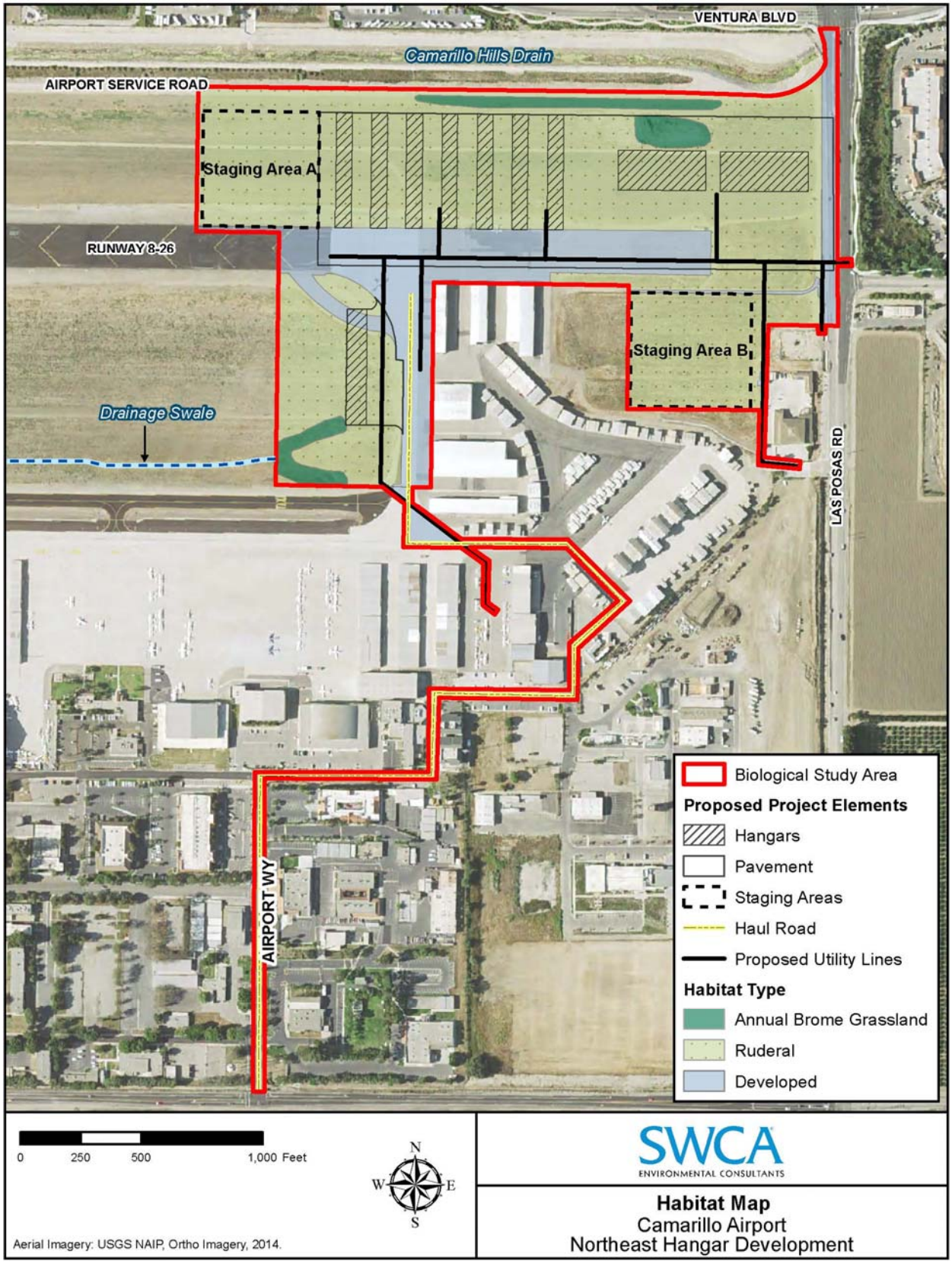
## 3.1 Plant Communities

The BSA contains approximately 34.4 acres of developed land, 10.9 acres of ruderal habitat, and 2 acres of disturbed annual brome grassland. These land types are discussed below and are shown in Figure 4. All plants observed during the reconnaissance-level field surveys of the BSA are listed in Appendix C. Site photographs are presented in Appendix D. No special-status plants were observed during the survey.

### *3.1.1 Annual Brome Grassland*

Annual brome grassland (*Bromus Herbaceous Semi-Natural Alliance*: CDFW California Code: 42.026.00) is prevalent within the BSA. Vegetation within this habitat type consists primarily of non-native and naturalized ruderal species. This habitat type provides limited resources for wildlife and is utilized primarily by species tolerant of human activities. The disturbed condition of these lands greatly reduces their habitat value and ability to sustain rare plants or diverse wildlife assemblages. Regular mowing, rather than natural processes, typically keeps this plant community from undergoing successional changes. Annual brome grassland may provide shelter for reptiles and small mammals, which can in turn be prey for larger raptors and mammals. Several avian species including American kestrel (*Falco sparverius*), red-tailed hawk (*Buteo jamaicensis*), and northern harrier (*Circus cyaneus*) were observed foraging in this habitat, along with ground foraging western meadowlarks (*Sturnella neglecta*). Small mammal burrows and soil mounds were observed throughout the BSA, indicating that there are active populations of California ground squirrel (*Otospermophilus beecheyi*) and Botta's pocket gopher (*Thomomys bottae*). Presence of these species may provide foraging opportunities for raptor and other avian species protected by the MBTA.

**Figure 4. Habitat Map**



The annual brome grassland within the BSA was primarily located in the shallow swale, along the north edge of the BSA, and outside of the BSA in areas that are not mowed or disced regularly (refer to Appendix D, Photos 1 and 2). Grasses observed dominating this community include rip-gut brome (*Bromus diandrus*) and soft chess (*Bromus hordeaceus*), with a significant component of wild oats (*Avena barbata*), barley (*Hordeum vulgare)*, crab grass (*Digitaria sanguinalis*), and salt grass (*Distichlis spicata*). Other plant species identified within this habitat type include ruderal species such as tumble weed (*Salsola tragus*), bird's foot trefoil (*Lotus corniculatus*), five horn bassia (*Bassia hyssopifolia*), bindweed (*Convolvulus arvensis*), black mustard (*Brassica nigra*), alkali mallow (*Malva leprosa*), tumble pigweed (*Amaranthus albus*), Russian knapweed (*Acroptilon repens*), and short-pod mustard (*Hirschfeldia incana*), which make up the herbaceous layer within this habitat type (refer to Appendix C for a complete list of species observed).

### 3.1.2 Ruderal

Although not defined as an alliance or series by Sawyer et al. (2009) or Holland (1986), ruderal habitats are a common feature in landscapes altered by anthropogenic uses. Ruderal areas are dominated by non-native plant species in areas subject to ongoing or periodic disturbance and do not contain significant components of native or naturalized vegetation. These communities consist of non-native plants and bare dirt, and are established and maintained by human disturbance (i.e., mowing, discing). Ruderal areas are typically dominated by introduced Mediterranean annual plant species, associated with disturbed areas, and occur along roadsides and fence lines, margins of paved areas, and in other areas experiencing regular surface disturbance. Coyote (*Canis latrans*) tracks and California ground squirrel burrow complexes were observed within ruderal habitat on CMA. Red-tailed hawk, northern harrier, American kestrel, and other avian species protected by the MBTA were observed foraging in ruderal areas during surveys.

Ruderal vegetation is widespread on CMA and is the result of regular mowing and high traffic use (e.g., parked car area in the northeast corner of the property). Ruderal areas were observed outside the drainage channel in the infield between the taxiways and runway, and in the northeast corner of the property within the BSA (refer to Appendix D, Photos 4–6). Plant species observed in ruderal areas on the property were essentially the same as observed in the annual brome grassland; however, more sporadic occurrences of these species were observed since the ruderal areas on the property are regularly mowed or disturbed and often consist of bare dirt.

### 3.1.3 Developed

Developed habitat includes paved areas and structures within the BSA. The majority of the developed land within the BSA is comprised of paved taxiways, runways, and roadways. CMA buildings, structures, and aircraft hangars are also included in this land type. Developed habitat provides limited resources for wildlife and is utilized primarily by species tolerant of human activities and development. Much of the developed land is devoid of vegetation in paved areas. A few of the ruderal grasses and forbs similar to those observed in ruderal and annual brome grassland habitat were observed along the margins of developed areas. Bird species such as European house sparrow (*Passer domesticus*), Brewer's blackbird (*Euphagus cyanocephalus*), common raven (*Corvus corax*), house finch (*Carpodacus mexicanus*), and northern mockingbird (*Mimus polyglottos*) were observed utilizing the developed habitat within CMA for foraging. Some of these species (i.e., house finch, Brewer's blackbird) could potentially use the buildings and hangars on CMA property for nesting.

# 4 SPECIAL-STATUS BIOLOGICAL RESOURCES

## 4.1 Sensitive Habitats and Species

### *4.1.1 Sensitive Habitats*

Natural communities of concern documented in the CNDDB search of the Camarillo and seven surrounding USGS quads include Coastal and Valley Freshwater Marsh, Southern Coast Live Oak Riparian Forest, Southern Coastal Salt Marsh, Southern Riparian Scrub, Southern Sycamore Alder Riparian Forest, Valley Needlegrass Grassland, and Valley Oak Woodland (refer to Appendix A, Table A-1, and Appendix B). None of these sensitive communities occur within the BSA (refer to Figure 4).

#### 4.1.1.1 WETLANDS AND JURISDICTIONAL WATERS

No wetland or water features were identified in the BSA during review of the NWI or topographic maps of the project area. The stormwater drainage facilities within the BSA include culverts that drain surface flows out of the BSA to the north into the Camarillo Hills Drain, to the west through the infield swale and into Wood Creek, and to the southeast toward Las Posas Road. No wetland (hydrophytic) plant species, hydric soils, or indicators of wetland hydrology (e.g., ponded water, surface soil cracks, water marks, sediment or drift deposits, salt crust, drainage patterns) were identified within the BSA.

### *4.1.2 Special-Status Plants*

Forty-five special-status plant species were identified from the eight-quad CNDDB species list and the official USFWS IPaC species list for the BSA (refer to Appendices A and B). None of the 45 species were observed or determined to have potential to occur within the BSA based on the disturbed/plowed conditions observed during surveys. Plants listed on the Ventura County Planning Division 2014 Locally Important Plant List were also reviewed for potential occurrence in the BSA, but due to the lack of suitable habitat were determined to have no potential to occur. No impacts to special-status plant species are expected to occur during implementation of the proposed project.

### *4.1.3 Special-Status Wildlife*

Sixty-eight wildlife species were included in the eight-quad CNDDB species list and the official USFWS species list for the BSA (refer to Appendix A, Table A-2). The 68 wildlife species include two gastropods, two branchiopods, six invertebrates, five fishes, two amphibians, six reptiles, 39 bird species, and six mammalian species. A northern harrier was observed during surveys of the BSA and is also included in Table A-2 (69 total species) since this species is considered a California Species of Special Concern (SSC). An additional 13 species included on the Ventura County Planning Division 2014 Locally Important Animal List were evaluated for potential occurrence but excluded from Table A-2 due to the lack of suitable habitat in the BSA.

Based on the results of the background research and field surveys, it was determined to be unlikely for most of the special-status wildlife species identified during the background research to occur within the BSA and surrounding vicinity due to the lack of suitable habitat conditions (refer to Appendix A for discussion of potential to occur). Habitat within the BSA is not likely to provide a significant movement corridor for wildlife due to existing airport operations and maintenance, the poor quality of habitat (ruderal, disturbed), and existing perimeter fences that block the airport from any areas of higher-quality habitat located off-airport. However, numerous migratory bird species may nest and forage within the BSA, including California horned lark (*Eremophila alpestris actia*) and burrowing owl (*Athene cunicularia*), an SSC. There is low potential for burrowing owl to forage within the BSA during the winter months (forage habitat is of poor quality) and there are three known occurrences of this species on the airport recorded in the CNDDB

(all outside of the BSA). No evidence of suitable burrows or burrow occupation (direct observation of owls, white-wash, pellets, or feathers near burrow entrances) was observed within the BSA during the field surveys.

# 5 REGULATORY OVERVIEW

## 5.1 Section 404 of the Clean Water Act of 1977

USACE regulates discharges of dredged or fill material into waters of the United States. These waters include wetland and non-wetland water bodies that meet specific criteria. USACE regulatory jurisdiction, pursuant to Section 10 of the Rivers and Harbors Act of 1899 (33 United States Code [U.S.C.] 403), regulates almost all work in, over, and under waters listed as "navigable waters of the U.S." that results in a discharge of dredged or fill material within USACE regulatory jurisdiction, pursuant to Section 404 of the Clean Water Act. Under Section 404, the USACE regulates traditional navigable waters, wetlands adjacent to traditional navigable waters, relatively permanent non-navigable tributaries that have a continuous flow at least seasonally (typically 3 months), and wetlands that directly abut relatively permanent tributaries. The USACE will determine jurisdiction over non-navigable, non-relatively permanent waters (non-RPW), wetlands adjacent to tributaries of non-RPW, and wetlands not directly abutting non-navigable but relatively permanent waters after making a significant nexus finding.

Waters of the United States are defined in Code of Federal Regulations (CFR) Title 33, Part 328.3, as:

1) All waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce;

2) All interstate waters including interstate wetlands;

3) All other waters such as intrastate lakes, rivers, streams (including intermittent streams), the use, degradation or destruction of which could affect interstate or foreign commerce;

4) All impoundments of waters otherwise defined as waters of the United States under the definition;

5) Tributaries of waters defined in paragraphs (a) (1)–(4) of this section;

6) The territorial seas; and,

7) Wetlands adjacent to waters (other than waters that are themselves wetlands) identified in paragraphs (a)(1)–(6) of this section.

USACE jurisdiction over nontidal waters of the United States extends laterally to the ordinary high water mark (OHWM) or beyond the OHWM to the limit of any adjacent wetlands, if present (33 CFR 328.4). The OHWM is defined in 33 CFR 328.3 as:

> *"that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas."*

Jurisdiction over nontidal waters typically extends upstream to the point where the OHWM is no longer perceptible. USACE jurisdiction over tidal waters of the United States extends to the line on the shore reached by the highest high water.

The preamble to USACE regulations (Preamble Section 328.3, Definitions) states that the USACE does not generally consider the following waters to be waters of the United States. The USACE does, however, reserve the right to regulate these waters on a case-by-case basis.

- Nontidal drainage and irrigation ditches excavated on dry land;
- Artificially irrigated areas that would revert to upland if the irrigation ceased;
- Artificial lakes or ponds created by excavating and/or diking dry land to collect and retain water and used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing;
- Artificial reflecting or swimming pools or other small ornamental bodies of water created by excavating and/or diking dry land to retain water for primarily aesthetic reasons; and,
- Water-filled depressions created in dry land incidental to construction activity and pits excavated in dry land for purposes of obtaining fill, sand, or gravel unless and until the construction or excavation operation is abandoned and the resulting body of water meets the definition of waters of the United States. If a project would result in dredge or fill of USACE jurisdictional waters, the project would be subject to USACE review under Section 404 of the Clean Water Act.

The drainage ditches within the BSA were excavated in dry land and do not exhibit an OHWM. Therefore, the BSA does not contain any features indicative of USACE jurisdictional waters and Section 404 of the Clean Water Act would not apply to the proposed project.

## 5.2 Federal Endangered Species Act of 1973

The ESA provides legislation to protect federally listed plant and animal species. Impacts to listed species resulting from the implementation of a project would require the responsible agency or individual to formally consult with the USFWS or National Oceanic and Atmospheric Administration National Marine Fisheries Service (NOAA Fisheries) to determine the extent of impact to a particular species. If USFWS or NOAA Fisheries determine that impacts to a species would likely occur, alternatives and measures to avoid or reduce impacts must be identified. USFWS and NOAA Fisheries also regulate activities conducted in federal critical habitat, which are geographic units designated as areas that support primary habitat constituent elements for listed species. No federally listed species or designated critical habitat are known to occur in the BSA, and none were observed during the field surveys.

## 5.3 Migratory Bird Treaty Act of 1918

The MBTA protects all migratory birds, including their eggs, nests, and feathers. The MBTA was originally drafted to put an end to the commercial trade in bird feathers, popular in the latter part of the 1800s. The MBTA is enforced by the USFWS, and potential impacts to species protected under the MBTA are evaluated by the USFWS in consultation with other federal agencies. A 1988 amendment to the Fish and Wildlife Conservation Act mandates the USFWS to "identify species, subspecies, and populations of all migratory nongame birds that, without additional conservation actions, are likely to become candidates for listing under the Endangered Species Act of 1973, as amended." These species are deemed Birds of Conservation Concern (BCC).

Habitat conditions in the BSA are limited for nesting birds, though it remains possible that ground-nesting species could nest in the project area. If proposed ground-disturbing activities are implemented during the nesting bird season, pre-disturbance nesting bird surveys are recommended to avoid impacts to nesting migratory birds.

## 5.4 Section 401 of the Clean Water Act of 1977

Section 401 of the Clean Water Act and its provisions ensure that federally permitted activities comply with the federal Clean Water Act and state water quality laws. Section 401 is implemented through a review process that is conducted by RWQCB, and is triggered by the Section 404 permitting process.

Since the BSA does not contain any resources that would be subject to Section 404 of the Clean Water Act, the proposed project would not be subject to Section 401 of the Clean Water Act.

## 5.5 California Endangered Species Act

The California ESA ensures legal protection for plants listed as rare or endangered, and species of wildlife formally listed as endangered or threatened. The state law also lists SSC species based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational value. Under state law, the CDFW is empowered to review projects for their potential to impact state listed species and SSC species, and their habitats. No California ESA listed species are known to occur in the BSA. SSC species, including burrowing owl and northern harrier, are known to utilize CMA property, and pre-construction surveys for these species are recommended to avoid potential impacts.

## 5.6 Section 1602 of the California Fish and Game Code

Pursuant to Division 2, Chapter 6, Sections 1600–1602 of the CFGC, CDFW regulates all diversions, obstructions, or changes to the natural flow or bed, channel, or bank of any river, stream, or lake, which supports fish or wildlife. CDFW defines a “stream” (including creeks and rivers) as “a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life. This includes watercourses having surface or subsurface flow that supports or has supported riparian vegetation.” CDFW’s definition of “lake” includes “natural lakes or man-made reservoirs.” CDFW jurisdiction within altered or artificial waterways is based upon the value of those waterways to fish and wildlife.

The drainage ditch within the BSA is not likely to be considered a “stream,” since it has limited flows and does not support fish or other aquatic wildlife. Also, based on the project design plans provided for this report, it is likely that project activities can be conducted to avoid disturbance of the drainage ditch and thereby avoid any potential permit requirements.

## 5.7 Other Sections of the California Fish and Game Code

“Fully Protected” species may not be taken or possessed without a permit from the Fish and Game Commission and/or the CDFW. Information on these species can be found within CFGC Section 3511 (birds), Section 4700 (mammals), Section 5050 (reptiles and amphibians), and Section 5515 (fish). The proposed project is not anticipated to impact any fully protected species.

CDFW also manages the California Native Plant Protection Act of 1977 (CFGC Section 1900, et seq.), which was enacted to identify, designate, and protect rare plants. In accordance with CDFW guidelines, plant species included in CNPS ranks 1A, 1B, and 2 are considered “rare” under the Native Plant Protection Act, and are evaluated in CEQA documents. Impacts to plants in these ranks must be fully evaluated under CEQA. Little information is known about plant species included on CNPS list 3; plants included on CNPS list 4 have limited distributions. It is strongly recommended that impacts to plants on CNPS lists 3 and 4 be evaluated in CEQA documents.

# 6 DETERMINATION AND RECOMMENDATIONS

## 6.1 Special-Status Plants and Plant Communities

The surveys conducted in support of this BRSR did not occur during the typical blooming period for most of the special-status plant species with documented occurrences in the vicinity of CMA. However, no suitable habitat was observed for any of these species based on the disturbed/plowed conditions observed within the BSA and no designated critical habitat is present. Notably, the ruderal and annual brome grassland habitats within the BSA provide little ecological value and are unlikely to sustain special-status plants. Due to the disturbed nature of the habitats in the BSA, modifications to these habitats are unlikely to result in adverse effects on special-status plant species.

## 6.2 Special-Status Wildlife

Migratory birds protected by the MBTA may nest or forage in or around the BSA, and construction of the proposed project has the potential to impact nesting activities if it is conducted during the nesting season (typically February 1–August 31). 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. Ground disturbance could have direct impacts on active nests, and construction movement could have indirect impacts on nearby nests, which could result in nest abandonment. Though development of the hangar project and associated facilities would remove some potential burrow, nesting, or foraging habitat for avian species such as 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, and vast areas of significantly higher quality habitat are present on the airport that will not be developed. No designated critical habitat is present in the project area and, therefore, the project will not result in any impacts to critical habitat for wildlife species.

## 6.3 Recommendations

The following avoidance and minimization measures are recommended to reduce potential for impacts to special-status species.

1. Prior to grading and/or construction activities, 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 this BRSR, 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. <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 1 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 or delayed as necessary to avoid direct take of identified nests, eggs, and/or young protected under the MBTA; and,

   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. During construction, all refueling, maintenance, and staging of equipment and vehicles will occur at least 100 feet from drainage features and not in a location from where a spill would drain directly toward a drainage feature. If staging of equipment is required within 100 feet of a drainage feature, appropriate best management practices (e.g., straw wattles, silt fencing) shall be installed between the staged 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.

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# Appendix A:
# Special-Status Species Investigated for Potential Occurrence in BSA

## Table A-1. Special-Status Plant Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Flower Season | Legal Status Federal/ State/CNPS | Rationale for Expecting Presence or Absence |
|---|---|---|---|---|
| red sand-verbena<br>*Abronia maritima* | A perennial herb that occurs in coastal dune habitat. Elevation 0–100 meters. | February–November | --/--/4.2 | **Absent:** Suitable habitat was not observed within the BSA. Species not observed during surveys conducted within the appropriate blooming period. |
| chaparral sand verbena<br>*Abronia villosa* var. *aurita* | An annual herb that occurs in chaparral, coastal scrub and desert dunes. Elevation 75–1600 meters | January–September | --/--/1B.1 | **Absent:** Suitable habitat was not observed within the BSA. Species occurs at higher elevations and was not observed during surveys conducted within the appropriate blooming period. |
| marsh sandwort<br>*Arenaria paludicola* | Perennial stoloniferous herb that occurs in marshes and swamps. Grows through dense mats of *Typha*, *Juncus*, *Scirpus*, etc. in freshwater marsh. Elevation 10–170 meters | May–August | FE/SE/1B.1 | **Absent:** Suitable habitat was not observed within the BSA for this species. Species was not observed during the appropriate blooming period. |
| western spleenwort<br>*Asplenium veperinum* | A perennial rhizomatous herb that occurs in chaparral, cismontane woodland and coastal scrub. Elevation 180–1000 meters. | February–June | --/--/4.2 | **Absent:** Suitable habitat was not observed within the BSA. Species occurs at higher elevations than the BSA. |
| Ventura marsh milk-vetch<br>*Astragalus pycnocephalus* var. *lanosissimus* | A perennial herb that occurs in coastal dunes, coastal scrub, and marsh and swamps (coastal salt or brackish water edges). Elevation 1–35 meters. | June–October | FE/SE/1B.1 | **Absent:** Suitable habitat was not observed within the BSA. Species not observed during surveys conducted within the appropriate blooming period. |
| Davidson's saltscale<br>*Atriplex serenana* var. *davidsonii* | An annual herb that occurs in coastal scrub and coastal bluff scrub. Elevation 10–200 meters. | April–October | --/--/1B.2 | **Absent:** Suitable habitat was not observed within the BSA. Species not observed during surveys conducted within the appropriate blooming period. |
| Catalina mariposa lily<br>*Calochortus catalinae* | A perennial bulbiferous herb that occurs in chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland habitats. 15–700 meters. | February–June | --/--/4.2 | **Absent:** Suitable habitat was not observed within the BSA for this species |

## Table A-1. Special-Status Plant Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Flower Season | Legal Status Federal/ State/CNPS | Rationale for Expecting Presence or Absence |
|---|---|---|---|---|
| club-haired mariposa lily *Calochortus clavatus var. clavatus* | A perennial bulbiferous herb that occurs in chaparral, cismontane woodland, coastal scrub, and valley and foothill grassland habitats usually in serpentinite, clay, and rocky soils. 75–1300 meters. | May–June | --/--/4.3 | **Absent:** Suitable habitat and the appropriate soil conditions were not observed within the BSA. Species occurs at higher elevations than the BSA. |
| Plummer's mariposa-lily *Calochortus plummerae* | A perennial bulbiferous herb that occurs in chaparral, coastal scrub, cismontane woodland, lower montane coniferous forest, and valley and foothill grassland habitats in granitic/rocky soils. Elevation 100–1700 meters. | May–July | --/--/4.2 | **Absent:** Suitable habitat and the appropriate soil conditions were not observed within the BSA. Species occurs at higher elevations than the BSA. |
| southern tarplant *Centromadia parryi* ssp. *australis* | An annual herb that occurs in marshes and swamps (margins), valley and foothill grassland (vernally mesic), and vernal pools. Elevation 0–480 metes. | May–November | --/--/1B.1 | **Absent:** Suitable habitat was not observed within the BSA. Species not observed during surveys conducted within the appropriate blooming period. |
| island mountain mahogany *Cercocarpus betuloides* var. *blancheae* | A perennial evergreen shrub that occurs in closed-cone coniferous forest and chaparral. Elevation 30–600 meters. | February–May | --/--/4.3 | **Absent:** Suitable habitat was not observed within the BSA for this species |
| Orcutt's pincushion *Chaenactis glabriuscula* var. *orcuttiana* | An annual herb that occurs in coastal dunes and coastal bluff scrub. Elevation 0–100 meters. | January–August | --/--/1B.1 | **Absent:** Suitable habitat was not observed within the BSA. Species not observed during surveys conducted within the appropriate blooming period. |
| salt marsh bird's-beak *Chloropyron maritimum* ssp. *maritimum* | An annual herb that occurs in coastal dunes and marshes and swamps (coastal salt). Elevation 0–30 meter. | May–October | FE/SE/1B.2 | **Absent:** Suitable habitat was not observed within the BSA. Species not observed during surveys conducted within the appropriate blooming period. |
| small-flowered morning *Convolvulus simulans* | An annual herb that occurs in chaparral, coastal scrub, and valley and foothill grassland (clay or serpentinite seeps). Elevation 30–700 meters. | March–July | --/--/4.2 | **Absent:** Suitable habitat was not observed within the BSA for this species |

## Table A-1. Special-Status Plant Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Flower Season | Legal Status Federal/ State/CNPS | Rationale for Expecting Presence or Absence |
|---|---|---|---|---|
| Santa Susanna tarplant *Deinandra minthornii* | A perennial deciduous shrub that occurs in chaparral and coastal scrub (rocky/sandstone). Elevation 280–780 meters. | July–November | --/SR/1B.2 | **Absent:** Suitable habitat and the appropriate soil conditions were not observed within the BSA. Species occurs at higher elevations than the BSA and was not observed during the appropriate blooming period. |
| dune larkspur *Delphinium parryi ssp. blochmaniae* | A perennial herb that occurs in maritime chaparral and coastal dunes with sandy or rocky soils. Elevation 0–200 meters | April–May | --/--/1B.2 | **Absent:** Suitable habitat was not observed within the BSA for this species |
| Mt. Pinos larkspur *Delphinium parishii* ssp. *purpureum* | A perennial herb that occurs in chaparral, Mojavean desert scrub, and pinyon and juniper woodland. Elevation 1000–2600 meters. | May–June | --/--/4.3 | **Absent:** Suitable habitat was not observed within the BSA. Species occurs at higher elevations than the BSA. |
| Blochman's dudleya *Dudleya blochmaniae ssp. blochmaniae* | A perennial herb that occurs in coastal bluff scrub, chaparral, coastal scrub, and valley and foothill grassland habitat in rocky, often clay or serpentinite soils. Elevation 5–450 meters. | April–June | --/--/1B.1 | **Absent:** Suitable habitat and the appropriate soil conditions were not observed within the BSA for this species |
| marcescent dudleya *Dudleya cymosa* ssp. *marcescens* | A perennial herb that occurs in chaparral (volcanic, rocky). Elevation 150–520 meters. | April–July | FT/SR/1B.2 | **Absent:** Suitable habitat was not observed within the BSA. Species occurs at higher elevations than the BSA. |
| Santa Monica dudleya *Dudleya cymosa ovatifolia* | A perennial herb that occurs in chaparral and coastal scrub (volcanic, rocky). Elevation 150–1675 meters. | March–June | FT/--/1B.1 | **Absent:** Suitable habitat was not observed within the BSA. Species occurs at higher elevations than the BSA. |
| conejo dudleya *Dudleya parva* | A perennial herb that occurs in coastal scrub, and valley and foothill grassland (rocky or gravelly; clay or volcanic). Elevation 60–450 meters. | May–June | FT/--/1B.2 | **Absent:** Suitable habitat was not observed within the BSA. Species occurs at higher elevations than the BSA. |

## Table A-1. Special-Status Plant Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Flower Season | Legal Status Federal/ State/CNPS | Rationale for Expecting Presence or Absence |
|---|---|---|---|---|
| Verity's dudleya<br>*Dudleya verityi* | A perennial herb that occurs in chaparral, cismontane woodland and coastal scrub (volcanic, rocky). Elevation 60–120 meters. | May–June | FT/--/1B.1 | **Absent:** Suitable habitat was not observed within the BSA. Species occurs at higher elevations than the BSA. |
| conejo buckwheat<br>*Eriogonum crocatum* | A perennial herb that occurs in chaparral, valley and foothill grassland, and coastal scrub (volcanic outcrops). Elevation 50–580 meters. | April–July | --/SR/1B.2 | **Absent:** Suitable habitat was not observed within the BSA. Species occurs at higher elevations than the BSA. |
| beach golden aster<br>*Heterotheca sessiliflora* ssp. sessiliflora | A perennial herb that occurs in chaparral, coastal dunes and coastal scrub. Elevation 0–1225 meters. | March–December | --/--/1B.1 | **Absent:** Suitable habitat was not observed within the BSA. Species not observed during surveys conducted within the appropriate blooming period. |
| vernal barley<br>*Hordeum intercedens* | An annual herb that occurs in coastal dunes, coastal scrub, valley and foothill grassland (saline flats), and vernal pools. Elevation 5–1000 meters. | March–June | --/--/3.2 | **Absent:** Suitable habitat was not observed within the BSA for this species |
| southwestern spiny rush<br>*Juncus acutus* var. *leopoldii* | Perennial rhizomatous herb that occurs in coastal dunes, meadows and seeps, and marsh and swamps. Elevation 3–900 meters. | March–June | --/--/4.2 | **Absent:** Suitable habitat was not observed within the BSA for this species |
| Coulter's goldfields<br>*Lasthenia glabrata* ssp. coulteri | An annual herb that occurs in marshes and swamps (coastal salt), playas and vernal pools. Elevation 1–1220 meters. | February–June | --/--/1B.1 | **Absent:** Suitable habitat was not observed within the BSA for this species |
| fragrant pitcher sage<br>*Lepechinia fragrans* | A perennial shrub that occurs in chaparral. Elevation 20–1310 meters. | Marsh–October | --/--/4.2 | **Absent:** Suitable habitat was not observed within the BSA for this species |
| Mexican malacothrix<br>*Malacothrix similis* | An annual herb that occurs in coastal dunes. Elevation 0–40 meters. | April–May | --/--/2A | **Absent:** Suitable habitat was not observed within the BSA for this species |

## Table A-1. Special-Status Plant Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Flower Season | Legal Status Federal/ State/CNPS | Rationale for Expecting Presence or Absence |
|---|---|---|---|---|
| white-veined monardella *Monardella hypoleuca* ssp. *hypoleuca* | A perennial herb that occurs in chaparral and cismontane woodland. Elevation 50–1525 meters. | April–December | --/--/1B.3 | **Absent:** Suitable habitat was not observed within the BSA. Species occurs at higher elevations and was not observed during surveys conducted within the appropriate blooming period. |
| southern curly-leaved monardella *Monardella sinuata* ssp. *sinuata* | An annual herb that occurs in chaparral, cismontane woodland, coastal dune, and coastal scrub (openings) habitats in sandy soils. Elevation 0–300 meters. | April–September | --/--/1B.2 | **Absent:** Suitable habitat was not observed within the BSA for this species. Species was not observed during the appropriate blooming period. |
| spreading navarretia *Navarretia fossalis* | An annual herb that occurs in chenopod scrub, marshes and swamps, playas, and vernal pools. Elevation 30–655 meters. | April–June | FT/--/1B.1 | **Absent:** Suitable habitat was not observed within the BSA for this species |
| Ojai navarretia *Navarretia ojaiensis* | An annual herb that occurs in chaparral, coastal scrub, and valley and foothill grassland. Elevation 275–620 meters. | May–July | --/--/1B.1 | **Absent:** Suitable habitat was not observed within the BSA. Species occurs at higher elevations than the BSA. |
| California Orcutt grass *Orcuttia californica var. californica* | An annual herb that occurs in vernal pools. Elevation 15–660 meters. | April–August | FE/SE/1B.1 | **Absent:** Suitable habitat was not observed within the BSA for this species. Species was not observed during the appropriate blooming period. |
| Lyon's pentachaeta *Pentachaeta lyonii* | An annual herb that occurs in chaparral, coastal scrub, and valley and foothill grassland (rocky or clay soils). Elevation 30–690 meters. | February–August | FE/SE/1B.1 | **Absent:** Suitable habitat and the appropriate soil conditions were not observed within the BSA. Species was not observed during surveys conducted within the appropriate blooming period. |
| Hubby's phacelia *Phacelia hubbyi* | An annual herb that occurs in chaparral, coastal scrub, and valley and foothill grassland (gravelly, rocky, talus). Elevation 0–1000 meters. | April–July | --/--/4.2 | **Absent:** Suitable habitat and the appropriate soil conditions were not observed within the BSA. |

## Table A-1. Special-Status Plant Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Flower Season | Legal Status Federal/ State/CNPS | Rationale for Expecting Presence or Absence |
|---|---|---|---|---|
| south coast branching phacelia *Phacelia ramosissima var. austrolitoralis* | A perennial herb that occurs in chaparral, coastal dune, coastal scrub, and marshes and swamps (coastal salt) habitats in sandy, sometimes rocky soils. Elevation: 5–300 meters. | March–August | --/--/3.2 | **Absent:** Suitable habitat was not observed within the BSA. Species was not observed during the appropriate blooming period. |
| Michael's orchid *Piperia michaelii* | Perennial herb occurs in coastal bluff scrub, closed-cone coniferous forest, chaparral, cismontane woodland, and lower montane coniferous forest. Elevation 3–915 meters | April–August | --/--/4.2 | **Absent:** Suitable habitat was not observed within the BSA for this species. Species was not observed during the appropriate blooming period. |
| Gambel's watercress *Rorippa gambellii* | Rhizomatous herb. Occurs in marshes and swamps with fresh or brackish water. 3–50 meters | April–September | FE/ST/1B.1 | **Absent:** Suitable habitat was not observed within the BSA for this species |
| chaparral ragwort *Senecio aphanactis* | An annual herb that occurs in chaparral, cismontane woodlands and coastal scrub (alkaline). Elevation 15–800 meters | January–April | --/--/2B.2 | **Absent:** Suitable habitat and the appropriate soil conditions were not observed within the BSA. |
| estuary seablite *Suaeda esteroa* | A perennial herb that occurs in marshes and swamps (coastal salt). Elevation 0–5 meters | July–October | --/--/1B.2 | **Absent:** Suitable habitat was not observed within the BSA for this species |
| wooly seablite *Suaeda taxifolia* | A perennial evergreen shrub that occurs in coastal bluff scrub, coastal dunes, and marshes and swamps (coastal salt). Elevation 0–50 meters. | January–December | --/--/4.2 | **Absent:** Suitable habitat was not observed within the BSA for this species |
| woven-spored lichen *Texosporium sancti-jacobi* | Crustose lichen that occurs in chaparral openings (on soil, small mammal pellets, twigs, and spike moss). Elevation 290–660 meters. | N/A | --/--./3 | **Absent:** Suitable habitat was not observed and this species occurs at higher elevation than the BSA. |
| Sonoran maiden fern *Thelypteris puberula var. sonorensis* | Meadows and seeps (seeps and streams). Elevation 50–610 meters. | March–June | --/--/2.2B | **Absent:** Suitable habitat was not observed and this species occurs at higher elevation than the BSA. |

## Table A-1. Special-Status Plant Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Flower Season | Legal Status Federal/ State/CNPS | Rationale for Expecting Presence or Absence |
|---|---|---|---|---|
| California screw moss | Moss that occurs in chenopod scrub, and valley and foothill grassland (sandy soils). Elevation 10–1460 meters. | N/A | --/--/1B.2 | **Absent:** Suitable habitat was not observed within the BSA for this species |
| ***Natural Communities of Concern*** | | | | |
| Coastal and Valley Freshwater Marsh | A wetland community that is found in areas of permanently or prolonged freshwater saturation without significant current or flow. Vegetation is dominated by perennial emergent monocots including cattails and rushes. | | | **Absent:** This natural community was not observed within the BSA. |
| Southern Coast live Oak Riparian Forest | Riparian woodlands dominated by coast live oak (Quercus agrifolia) with and understory composed of herbs rather than understory shrubs. Community is primarily located in canyons and valleys of southern California south of Point Conception. . | | | **Absent:** This natural community was not observed within the BSA. |
| Southern Coastal Salt Marsh | Highly productive herbaceous community that supports salt tolerant hydrophytes. Plants typically form a moderate to dense cover. Occurs in bays, lagoons and estuaries from point conception to the Mexico border. Species may include *Atriplex watsonii*, *Juncus acutus*, *Jaumea carnosa*, *Frankenia grandifolia*, *Batis maritima*, and *Suaeda californica*. | | | **Absent:** This natural community was not observed within the BSA. |
| Southern Riparian Scrub | Dense riparian thicket dominated by willows (*Salix* spp.) with scattered Fremont cottonwood (*Populus fremontii*) and western sycamore (Platanus racemosa). Stands area often too dense for a vegetated understory to develop. Community found in coastal California; however, has been reduced by development and flood control activities | | | **Absent:** This natural community was not observed within the BSA. |
| Southern Sycamore Alder Riparian Forest | A deciduous streamside woodland dominated by western sycamore (*Platanus racemosa*) and red alder (*Alnus rhombifolia*). Trees do not form a closed canopy but appear as scattered trees. Community located south of Point Conception and into Baja California. | | | **Absent:** This natural community was not observed within the BSA. |
| Valley Needlegrass Grassland | Grassland reaching up to 2 feet tall and dominated by *Stipa* spp., which is a native tussock forming grass. Annual grasses occur between the perennials, often exceeding the bunch grasses in cover. Usually occurs on fine-textured soils that are wet in the winter and very dry in the summer. | | | **Absent:** This natural community was not observed within the BSA. |

## Table A-1. Special-Status Plant Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Flower Season | Legal Status Federal/ State/CNPS | Rationale for Expecting Presence or Absence |
|---|---|---|---|---|
| Valley Oak Woodland | A savannah like community composed of valley oaks (*Quercus lobata*) with a grassy understory. Stands of this community are fairly open and rarely exceed 40 percent cover. Community found in the Sacramento and San Joaquin Valleys as well as in the valleys of the coast ranges to western Los Angeles County. | | | **Absent:** This natural community was not observed within the BSA. |

General references: All plant descriptions from California Native Plant Society Rare Plant Inventory 2014, Hickman (ed.) 1993, and California Natural Diversity Database 2014

Status Codes
--= No status

**Federal:**
FE = Federal Endangered
FT=Federal Threatened

**State:**
SE=State Endangered
ST= State Threatened
SR= State Rare

**California Native Plant Society (CNPS):**
Rank 1B = rare, threatened, or endangered in California and elsewhere.
Rank 2 = rare, threatened, or endangered in California, but more common elsewhere.
Rank 3 = plants that about which more information is needed.
Rank 4 = a watch list plants of limited distribution.

**Threat Code:**
.1 = Seriously endangered I California (over 80% of occurrences threatened / high degree and immediacy of threat)
.2 = Fairly endangered in California (20-80% occurrences threatened)
.3 = Not very endangered I California (<20% of occurrences threatened or no current threats known)

## Table A-2. Special-Status Wildlife Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Legal Status Federal/ State/CDFW | Rationale for Expecting Presence or Absence |
|---|---|---|---|
| ***Gastropods*** | | | |
| mimic tryonia (Ca. brackish water snail) *Tryonia imitator* | A medium to large sized aquatic snail that inhabits fresh and brackish waters in estuarine habitats. | --/--/SA | **Absent:** Suitable aquatic habitat was not observed within the BSA for this species |
| Trask shoulderband snail *Helminthoglypta traskii traskii* | Known from Ventura, Los Angeles, Orange, and San Diego counties. Also reported from northwestern Baja California. Found in costal scrub, chaparral and riparian areas. | --/--/SA | **Absent:** Suitable habitat was not observed within the BSA for this species. |
| ***Branchiopods*** | | | |
| vernal pool fairy shrimp *Branchinecta lynchi* | Occur in vernal pool habitats including depressions in sandstone, to small swale, earth slump, or basalt-flow depressions with a grassy or, occasionally, muddy bottom in grassland. | FT/--/-- | **Absent:** Suitable vernal pool habitat was not observed within the BSA for this species |
| Riverside fair shrimp *Streptocephalus woottoni* | Inhabit seasonal pools filled by winter/spring rains. Hatch in warm water later in the season. | FE/--/-- | **Absent:** Suitable aquatic habitat was not observed within the BSA for this species. |
| ***Insects*** | | | |
| sandy beach tiger beetle *Cicindela hirticollis gravida* | Occur in moist sand near the ocean, in swales behind dunes or upper beaches beyond normal high tides. | --/--/SA | **Absent:** Suitable habitat was not observed within the BSA for this species. |
| globose dune beetle *Coelus globosus* | Occur in fore dunes, sand hummocks, and back dunes along the immediate coast. Occur in sand and under vegetation or debris. Found in Los Angeles, Marin, Mendocino, Monterey, Orange, San Diego, San Luis Obispo, Santa Barbara, Santa Cruz, Sonoma, and Ventura counties. | **--/--/**SA | **Absent:** Suitable habitat was not observed within the BSA for this species. |
| senile tiger beetle *Cicindela hirticollis gravida* | Inhabits areas adjacent to non-brackish water along the coast of California from San Francisco Bay to northern Mexico | --/--/SA | **Absent:** Suitable habitat was not observed within the BSA for this species. |

## Table A-2. Special-Status Wildlife Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Legal Status Federal/ State/CDFW | Rationale for Expecting Presence or Absence |
|---|---|---|---|
| monarch – California overwintering population<br>*Danaus plexippus pop. 1* | Roosts located in wind-protected tree groves with nectar and water nearby. Breeding period: September –<br>March (aggregations). | --/--/SA | **Absent:** Suitable habitat was not observed within the BSA for this species. |
| wandering (=salt marsh skipper) skipper<br>*Panoquina errans* | Occurs in Southern California salt marshes and requires saltgrass for larvae. | --/--/SA | **Absent:** Suitable habitat was not observed within the BSA for this species. |
| Santa Monica grasshopper<br>*Trimerotropis occidentiloides* | Found on hillsides void of vegetation and along trails in chaparral. Found only in the Santa Monica mountains. | --/--/SA | **Absent:** Suitable habitat was not observed within the BSA for this species |
| ***Fish*** | | | |
| Santa Ana sucker<br>*Catastomus santaanae* | Occurs in coastal streams in the Los Angeles Basin and occurs in cool, clear water with algae. | FT/--/-- | **Absent:** Suitable aquatic habitat was not observed within the BSA for this species |
| tidewater goby<br>*Eucyclogobius newberryi* | Occur in brackish shallow lagoons and lower stream reaches where water is fairly still, but not stagnant. Found in Alameda, Del Norte, Humboldt, Los Angeles, Marin, Mendocino, Monterey, Orange, San Diego, San Francisco, San Luis Obispo, San Mateo, Santa Barbara, Santa Cruz, Sonoma, and Ventura counties. | FE/--/SSC | **Absent:** Suitable aquatic habitat was not observed within the BSA for this species. |
| arroyo chub<br>*Gila orcutii* | Occur in headwaters, creeks, and small to medium rivers, often intermittent streams, permanent, small to moderate sized, moderate to high gradient streams. This species occurs in southern California coastal drainages. Found in Los Angeles, Orange, Riverside, San Bernardino, Sna Diego, San Luis Obispo, Santa Barbara, and Ventura counties. | --/--/SSC | **Absent:** Suitable aquatic habitat was not observed within the BSA for this species |
| unarmored threespine stickleback<br>*Gasterosteus aculeatus williamsoni* | Found in small California streams among emergent vegetation and in backwater areas. | FE/SE/FP | **Absent:** Suitable aquatic habitat was not observed within the BSA for this species |

## Table A-2. Special-Status Wildlife Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Legal Status Federal/ State/CDFW | Rationale for Expecting Presence or Absence |
|---|---|---|---|
| South-Central California Coast steelhead ESU<br>*Oncorhynchus mykiss irideus* | Occur in clear, cool water with abundant in-stream cover, well-vegetated stream margins, relatively stable water flow, and a 1:1 pool-to-riffle ratio. | FT/--/SSC | **Absent:** Suitable aquatic habitat was not observed within the BSA for this species |
| ***Amphibians*** | | | |
| California red-legged frog<br>*Rana draytonii* | Occur in aquatic habitats with little or no flow and surface water depths to at least 2.3 feet. Presence of fairly sturdy underwater supports such as cattails. Breeding period: January through September | FT /--/SSC | **Absent:** Suitable aquatic habitat was not observed within the BSA for this species |
| western spadefoot<br>*Spea hammondii* | Occur in a variety of habitat types including lowlands to foothills, grasslands, open chaparral, pine-oak woodlands, and short-grass plains in sandy or gravelly soil. Requires temporary rain pools and slow-moving streams for breeding habitat. | --/--/SSC | **Absent:** Suitable habitat was not observed within the BSA for this species |
| ***Reptiles*** | | | |
| silvery legless lizard<br>*Anniella pulchra pulchra* | Occur in sandy or loose loamy soils under coastal scrub or oak trees. Soil moisture essential. Breeding period: May through September. | --/--/SSC | **Absent:** Suitable habitat was not observed within the BSA for this species |
| coastal whiptail<br>*Aspidoscelis tigris stejnegeri* | Found in deserts and semiarid areas with sparse vegetation. | --/--/SA | **Absent:** Suitable habitat was observed in the BSA; however, this species was not observed during surveys of the BSA. |
| western pond turtle<br>*Emys marmorata* | Occur in quiet waters of ponds, lakes, streams, and marshes, typically in the deepest parts with an abundance of basking sites. Breeding period: April through August. | --/--/SSC | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| coast horned lizard<br>*Phrynosoma blainvillii* | Occur in a variety of habitats, but most frequently found in lowlands along sandy washes with scattered low bushes. Breeding period: May through September.. | --/--/SSC | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |

## Table A-2. Special-Status Wildlife Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Legal Status Federal/ State/CDFW | Rationale for Expecting Presence or Absence |
|---|---|---|---|
| two-striped garter snake *Thamnophis hammondii* | Occur in coastal California from Salinas to Baja California and occurs at elevations up to 7,000 feet. Found along streams with rocky beds and permanent freshwater. | --/--/SSC | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| south coast garter snake *Thamnophis sirtalis* ssp. | Marshes as well as upland habitats. Occurs in riparian scrub, riparian woodland and other artificial standing waters | --/--/SSC | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| ***Birds*** | | | |
| tricolored blackbird *Agelaius tricolor* | Occur in non-native vegetation in open cultivated lands and pastures as well as marshes. Require freshwater marshes with cattails, tule, bulrushes, and sedges for breeding habitat. | MBTA, BCC/--/SSC | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| golden eagle *Aquila chrysaetos* | Usually occurring in mountainous areas with varying vegetative cover; removed from people. May forage in grasslands and other open habitats. Nests on cliff edges and rarely in tall trees. | MBTA, BCC/--/-- | **Absent:** Suitable habitat was not observed within the BSA for this species |
| short-eared owl *Asio flammeus* | Occur in fresh and saltwater marshes, bogs, dunes, prairies, grassy plains, old fields, tundra, moorlands, river valleys, meadows, savanna, open woodland, and heathland. Require broad expanses of open land with low vegetation for nesting and foraging. | MBTA, BCC/--/SSC | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| burrowing owl *Athene cunicularia* | Occur in open grasslands, prairie, [plains, and savanna, occasionally open areas such as vacant lots. Spends the majority of time on the ground or on low perches. Nests in abandoned burrows, such as prairie dog burrows ground squirrel burrows, fox burrows, or woodchuck burrows. | MBTA, BCC/--/SSC | **Present:** Suitable habitat and ground squirrel burrows were observed within the BSA. There are 3 documented occurrence of this species on airport property (CNDDB 2015). No owls or sign (i.e., pellets) were observed in the BSA during surveys, but this species likely forages in the BSA during the winter months per CNDDB. |

## Table A-2. Special-Status Wildlife Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Legal Status Federal/ State/CDFW | Rationale for Expecting Presence or Absence |
|---|---|---|---|
| oak titmouse<br>*Baeolophus inornatus* | Occur in oak and pine-oak woodland, arborescent chaparral, and oak-riparian associations. Nest in natural tree cavities, old woodpecker holes, and bird boxes. Found in Tuolumne County. | MBTA, BCC/--/-- | **Absent:** Suitable habitat was not observed within the BSA for this species |
| marbled murrelet<br>*Brachyramphus marmoratus* | Nests in old-growth redwood-dominated forests, up to six miles inland, often in Douglas-fir. | MBTA, BCC/--/-- | **Absent:** Suitable habitat was not observed within the BSA for this species |
| ferruginous hawk<br>*Buteo regalis* | (Wintering) open grasslands, sagebrush flats, desert scrub, low foothills, and fringes of pinyon-juniper habitats; eats lagomorphs, ground squirrels, and mice. | MBTA/--/-- | **Absent:** Potential foraging habitat is present within the BSA; however, suitable nesting habitat was not observed. Species not likely to be affected by project activities |
| red knot<br>*Calidris canutus spp. roselaar* | Primarily occur on seacoasts on tidal flats and beaches, less frequently in marshes and flooded fields. Also occur on sandy or pebbly beaches and at river mouths. | MBTA, BCC/--/-- | **Absent:** Suitable habitat was not observed within the BSA for this species |
| Costa's hummingbird<br>*Calypte costae* | Occur in desert and semi-desert, arid brushy foothills, chaparral, and in open meadows and gardens. Nest along canyons and washes. | MBTA, BCC/--/-- | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| cactus wren<br>*Campylorhynchus brunneicapillus* | Coastal sage scrub. Require tall cactus for nesting and roosting. | MBTA, BCC/--/SSC | **Absent:** Suitable habitat was not observed within the BSA for this species |
| Lawrence's Goldfinch<br>*Carduelis lawrencei* | Occur in oak woodland, chaparral, riparian woodland, pinyon-juniper association and weedy habitats in arid regions near water. Breed in open woodlands of arid and semiarid foothills and valleys. | MBTA, BCC/--/-- | **Absent:** Suitable habitat was not observed within the BSA for this species |
| western snowy plover<br>*Charadrius alexandrinus nivosus* | Occur on sandy beaches, salt pond levees, and shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting. Breeding period: March 15 through August 15. | MBTA, FT/--/SSC | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |

## Table A-2. Special-Status Wildlife Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Legal Status Federal/ State/CDFW | Rationale for Expecting Presence or Absence |
|---|---|---|---|
| northern harrier<br>*Circus cyaneus* | Occurs in coastal scrub, Great Basin grassland, marsh and swamp and riparian scrub. Nest & forage in grasslands, from salt grass in desert sink to mountain cienagas. Builds nest on the ground in shrubby vegetation. | MBTA/--/SSC | **Present:** Foraging habitat was observed in the BSA and this species was physically observed during surveys. However, shrubby vegetation was not observed in the BSA for this species; therefore this species is unlikely to be affected by project activities. |
| western yellow-billed cuckoo<br>*Coccyzus americanus occidentalis* | Occur in deciduous riparian woodland, especially in dense stands of cottonwood and willow, as well as mesquite and salt cedar in some areas. | FT /SE/-- | **Absent:** Suitable habitat was not observed within the BSA for this species. |
| yellow warbler<br>*Dendroica petachia ssp. brewsteri* | Occur in thickets and other disturbed or regrowing habitats, particularly along streams and wetlands. Often found among willows. | MBTA, BCC/--/-- | **Absent:** Suitable habitat was not observed within the BSA for this species |
| southwestern willow flycatcher<br>*Empidonax traillii extimus* | Occur in riparian woodlands of southern California. Breeds in relatively dense riparian tree and shrub communities associated with rivers, swamps, and other wetlands including lakes and reservoirs. In most instances, the dense vegetation occurs within the first 10 to 13 feet above ground. Habitat patches must be at least 0.25 ac in size and at least 30 feet wide. | FE/SE/-- | **Absent:** Suitable habitat was not observed within the BSA for this species. |
| white-tailed kite<br>*Elanus leucurus* | Open grasslands, meadows, or marshlands for foraging close to isolated trees for nesting and perching. | MBTA/--/FP | **Absent:** Foraging habitat is present within the BSA; however, suitable nesting habitat was not observed. Species not observed during surveys and not likely to be affected by project activities. |
| California horned lark<br>*Eremophila alpestris actia* | Occurs in short grass prairies, coastal plains, fallow grain fields and alkali flats. Found in coastal regions from Sonoma to San Diego county, and west to the San Joaquin Valley. | MBTA, BCC/--/-- | **Present:** Suitable foraging and nesting habitat is present within the BSA for this species. Species was not observed during surveys of the BSA. |
| American peregrine falcon<br>*Falco peregrinus anatum* | Occur in open habitats in mountainous areas, steppe, plains, or prairies. Typically nest in vertical cliffs with rock structure overhanging. | MBTA, BCC, DL / DL/FP | **Absent:** Suitable habitat was not observed within the BSA for this species |

## Table A-2. Special-Status Wildlife Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Legal Status Federal/ State/CDFW | Rationale for Expecting Presence or Absence |
|---|---|---|---|
| black oystercatcher *Haematopus bachmani* | Occur exclusively within the high tide margin of the inter-tidal zone and includes mixed sand and gravel beaches, cobble and gravel beaches, exposed rocky headlands, rocky islets, and tidewater glacial moraines. | MBTA, BCC/--/-- | **Absent:** Suitable habitat was not observed within the BSA for this species |
| bald eagle *Haliaeetus leucocephalus* | Occur along ocean shore, lake margins and rivers for both nesting and wintering. Most nests within 1 mile of water. | FDL, MBTA/SE/FP | **Absent:** Suitable habitat was not observed within the BSA for this species |
| least bittern *Ixobrychus exilis* | Occur in tall emergent vegetation in marshes, primarily freshwater, less commonly in coastal brackish marshes and mangrove swamps. Prefer marshes with scattered bushes and other woody growth. Breed mainly in wetlands along lakes, rivers, and estuaries on the coastal plain. | MBTA, BCC/--/ SSC | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| loggerhead shrike *Lanius ludovicianus* | Occur in open country with scattered trees and shrubs, savanna, desert scrub, and occasionally open woodland. Nests in shrubs and small trees. | MBTA, BCC/--/SSC | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| California black rail *Laterallus jamaicensis coturniculus* | Occur in tidal salt marsh heavily grown to pickleweed, also in freshwater and brackish marshes near the coast. Breeding period: March 15 through August 15. | --/ST/ | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| short-billed dowitcher *Limnodromus griseus* | Occur in mudflats, estuaries, shallow marshes, pools, ponds, flooded fields, and sandy beaches. Nests in grassy or mossy tundra and wet meadows. | MBTA, BCC/--/-- | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| marbled godwit *Limosa fedoa* | Occur in marshes and flooded plains, on mudflats, on beaches, and open water along shoreline. Nest on ground in grassy prairies, pastures, and hayfields near lakes and ponds. | MBTA, BCC/--/-- | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| Lewis's woodpecker *Melanerpes lewis* | Breeds in open forest/woodland and requires dead trees for nesting. Prefers an open canopy with a brushy understory. | MBTA, BCC/--/-- | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |

## Table A-2. Special-Status Wildlife Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Legal Status Federal/ State/CDFW | Rationale for Expecting Presence or Absence |
|---|---|---|---|
| long-billed curlew<br>*Numenius americanus* | Occur in prairies and grassy meadows, generally near water. Nest in dry prairies and moist meadows. | MBTA, BCC/--/-- | **Absent:** Potential foraging habitat is present within the BSA; however, suitable nesting habitat was not observed. This species is not likely to be affected by project activities and was not observed during surveys of the BSA. |
| whimbrel<br>*Numenius phaeopus* | Occur on beaches, in tidal mudflats, marshes, estuaries, edges of tidal creeks, sandy or rocky shores, flooded fields, and pastures. Nest in sedge-dwarf shrub tundra, sedge-meadow, hummock bog, moorlands and health-tundra. | MBTA, BCC/--/-- | **Absent:** Potential foraging habitat is present within the BSA; however, suitable nesting habitat was not observed. This species is not likely to be affected by project activities |
| fox sparrow<br>*Passerella iliaca* | Occur in dense thickets in coniferous or mixed woodlands, chaparral, parks, and gardens, wooded bottomlands, along rivers and creeks. Nest in dense brushy cover. | MBTA, BCC/--/-- | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| California brown pelican<br>*Pelicanus occidentalis californicus* | Occurs on Channel Islands and is a colonial nester | MBTA, DL/DL/FP | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| coastal California gnatcatcher<br>*Polioptila californica californica* | Permanent resident in coastal sage scrub habitats of Southern California. Typically below 2,500 feet. | FT/--/SSC | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| California clapper rail<br>*Rallus longirostris obsoletus* | Occur in pickleweed and cordgrass marshes. Nest in marshlands near tidal ponds, arranging plants or drift material over the nest as a canopy. | FE/SE/FP | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| bank swallow<br>*Riparia riparia* | Colonial nester; nests primarily in riparian and other lowland habitats west of the desert. | MBTA/ST/-- | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| black skimmer<br>*Rynchops niger* | Nests on gravel bars and sandy beaches, in unvegetated areas. Nesting colonies typically less than 200 pairs. | MBTA, BCC/--/SSC | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |

## Table A-2. Special-Status Wildlife Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Legal Status Federal/ State/CDFW | Rationale for Expecting Presence or Absence |
|---|---|---|---|
| Allen's hummingbird<br>*Selasphorus sasin* | Nest in coastal lowlands in coastal sage scrub, soft chaparral, riparian, oak woodlands, and other coastal forest habitats. Nesting/ breeding period: March 15 through August 15. | MBTA, BCC/--/-- | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| Brewer's sparrow<br>*Spizella breweri* | Occur in sagebrush over most of range, in areas with scattered shrubs and short grass. Also less commonly found in mountain mahogany, rabbit brush, bunchgrass grasslands with shrubs, bitterbrush, ceanothus, manzanita, and large openings in pinyon-juniper. | MBTA, BCC/--/-- | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| California least tern<br>*Sternula antillarum browni* | Largely a coastal species that feed on fish and nest on sandy dunes or beaches. Once a common species in California; currently nesting colonies are isolated to Southern California and scattered Bay Area beaches. Nesting/breeding period: March 15 through August 15. | FE/SE/FP | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| lesser yellowlegs<br>*Tringa flavipes* | Occur in marshes, ponds, wet meadows, lakes and mudflats, coastal Salinas. Nest in muskeg country, to edge of tundra, in marshes and bogs, clearings or burned-over sections of black spruce forest. | MBTA, BCC/--/-- | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| least bell's vireo<br>*Vireo bellii pusillus* | Summer resident of southern California. Occurs in low riparian areas in the vicinity of water or in dry river bottoms below 2000 feet. Nests along the margins of bushes or twigs of willow, Baccharis or mesquite. | FE/SE/-- | **Absent:** Suitable habitat was not observed in the BSA. Species was not observed during surveys of the BSA. |
| ***Mammals*** | | | |
| pallid bat<br>*Antrozous pallidus* | Prefers rocky outcrops, cliffs, and crevices with access to open habitats for foraging. Day roosts are in caves, crevices, mines, and occasionally in hollow trees and buildings. Night roosts may be in more open sites, such as porches and buildings. | --/--/SSC | **Absent:** Suitable habitat was not observed within the BSA for this species |

## Table A-2. Special-Status Wildlife Species Investigated for Potential Occurrence

| Species Name | Habitat and Distribution | Legal Status Federal/ State/CDFW | Rationale for Expecting Presence or Absence |
|---|---|---|---|
| Townsends big-eared bat<br>*Corynorhinus townsendii* | Occur in a wide variety of habitats; most common in mesic (wet) sites. May use trees for day and night roosts; however, requires caves, mines, rock faces, bridges or buildings for maternity roosts. Maternity roosts are in relatively warm sites. Very sensitive to human disturbance. | --/SC/SSC | **Absent:** Suitable habitat was not observed within the BSA for this species |
| south coast marsh vole<br>*Microtus californicus stephensi* | Tidal marshes in Los Angeles, Orange and southern Ventura counties. | --/--/SA | **Absent:** Suitable habitat was not observed within the BSA for this species |
| San Diego desert woodrat<br>*Neotoma lepida intermedia* | Ranges from Baja California northward to northern San Luis Obispo County. Typically occurs in woodlands and coastal scrub habitats. Desert woodrats build nests within cracks and rock crevices, or in clumps of cactus. | --/--/SSC | **Absent:** Suitable habitat was not observed within the BSA for this species |
| southern California saltmarsh shrew<br>*Sorex ornatus salicornicus* | Coastal marshes in Los Angeles, Orange and Ventura counties. Species requires woody debris and dense marsh vegetation. | --/--/SSC | **Absent:** Suitable habitat was not observed within the BSA for this species |
| American badger<br>*Taxidea taxus* | Require friable soils in open ground with an abundant food source such as California ground squirrels. Breeding period: February through May. | --/--/SSC | **Absent:** Suitable habitat was not observed within the BSA for this species |

General references: Unless otherwise noted all habitat and distribution data provided by California Natural Diversity Database

Status Codes
-- = No status

**Federal:**
FE = Federal Endangered
FT= Federal Threatened
FC= Federal Candidate
DL = Delisted
CH= Federal Critical Habitat
MBTA= Migratory Bird Treaty Act
BCC = Bird of Conservation Concern

**State:**
SE = State Endangered
ST = State Threatened
SC = State Candidate
DL = Delisted

**California Department of Fish and Game:**
SSC= California Species of Special Concern
FP= Fully Protected Species
SA= Not formally listed but included in CDFW “Special Animal” List

# Appendix B:
# CNDDB, USFWS, and Ventura County Species Lists

## Selected Elements by Scientific Name

**California Department of Fish and Wildlife**

**California Natural Diversity Database**

**Query Criteria:** Quad is (Camarillo (3411921) or Moorpark (3411838) or Newbury Park (3411828) or Oxnard (3411922) or Point Mugu (3411911) or Santa Paula (3411931) or Saticoy (3411932) or Triunfo Pass (3411818))

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Anniella pulchra pulchra***<br>silvery legless lizard | ARACC01012 | None | None | G3G4T3T4Q | S3 | SSC |
| ***Antrozous pallidus***<br>pallid bat | AMACC10010 | None | None | G5 | S3 | SSC |
| ***Aquila chrysaetos***<br>golden eagle | ABNKC22010 | None | None | G5 | S3 | FP |
| ***Aspidoscelis tigris stejnegeri***<br>coastal whiptail | ARACJ02143 | None | None | G5T3T4 | S2S3 | |
| ***Astragalus pycnostachyus var. lanosissimus***<br>Ventura Marsh milk-vetch | PDFAB0F7B1 | Endangered | Endangered | G2T1 | S1 | 1B.1 |
| ***Athene cunicularia***<br>burrowing owl | ABNSB10010 | None | None | G4 | S3 | SSC |
| ***Atriplex serenana var. davidsonii***<br>Davidson's saltscale | PDCHE041T1 | None | None | G5T1 | S1 | 1B.2 |
| ***Buteo regalis***<br>ferruginous hawk | ABNKC19120 | None | None | G4 | S3S4 | WL |
| ***Calochortus plummerae***<br>Plummer's mariposa-lily | PMLIL0D150 | None | None | G4 | S4 | 4.2 |
| ***Catostomus santaanae***<br>Santa Ana sucker | AFCJC02190 | Threatened | None | G1 | S1 | SSC |
| ***Centromadia parryi ssp. australis***<br>southern tarplant | PDAST4R0P4 | None | None | G3T2 | S2 | 1B.1 |
| ***Chaenactis glabriuscula var. orcuttiana***<br>Orcutt's pincushion | PDAST20095 | None | None | G5T1T2 | S1 | 1B.1 |
| ***Charadrius alexandrinus nivosus***<br>western snowy plover | ABNNB03031 | Threatened | None | G3T3 | S2 | SSC |
| ***Chloropyron maritimum ssp. maritimum***<br>salt marsh bird's-beak | PDSCR0J0C2 | Endangered | Endangered | G4?T1 | S1 | 1B.2 |
| ***Cicindela hirticollis gravida***<br>sandy beach tiger beetle | IICOL02101 | None | None | G5T2 | S1 | |
| ***Cicindela senilis frosti***<br>senile tiger beetle | IICOL02121 | None | None | G2G3T1T3 | S1 | |
| ***Coastal and Valley Freshwater Marsh***<br>Coastal and Valley Freshwater Marsh | CTT52410CA | None | None | G3 | S2.1 | |
| ***Coccyzus americanus occidentalis***<br>western yellow-billed cuckoo | ABNRB02022 | Threatened | Endangered | G5T3Q | S1 | |
| ***Coelus globosus***<br>globose dune beetle | IICOL4A010 | None | None | G1G2 | S1S2 | |

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## Selected Elements by Scientific Name

**California Department of Fish and Wildlife**

**California Natural Diversity Database**

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Danaus plexippus pop. 1*** monarch - California overwintering population | IILEPP2012 | None | None | G4T2T3 | S2S3 | |
| ***Deinandra minthornii*** Santa Susana tarplant | PDAST4R0J0 | None | Rare | G2 | S2 | 1B.2 |
| ***Delphinium parryi ssp. blochmaniae*** dune larkspur | PDRAN0B1B1 | None | None | G4T2 | S2 | 1B.2 |
| ***Dudleya blochmaniae ssp. blochmaniae*** Blochman's dudleya | PDCRA04051 | None | None | G3T2 | S2 | 1B.1 |
| ***Dudleya cymosa ssp. marcescens*** marcescent dudleya | PDCRA040A3 | Threatened | Rare | G5T2 | S2 | 1B.2 |
| ***Dudleya cymosa ssp. ovatifolia*** Santa Monica dudleya | PDCRA040A5 | Threatened | None | G5T1 | S1 | 1B.1 |
| ***Dudleya parva*** Conejo dudleya | PDCRA04016 | Threatened | None | G2 | S2 | 1B.2 |
| ***Dudleya verityi*** Verity's dudleya | PDCRA040U0 | Threatened | None | G1 | S1 | 1B.1 |
| ***Elanus leucurus*** white-tailed kite | ABNKC06010 | None | None | G5 | S3S4 | FP |
| ***Empidonax traillii extimus*** southwestern willow flycatcher | ABPAE33043 | Endangered | Endangered | G5T2 | S1 | |
| ***Emys marmorata*** western pond turtle | ARAAD02030 | None | None | G3G4 | S3 | SSC |
| ***Eremophila alpestris actia*** California horned lark | ABPAT02011 | None | None | G5T3Q | S3 | WL |
| ***Eriogonum crocatum*** conejo buckwheat | PDPGN081G0 | None | Rare | G1 | S1 | 1B.2 |
| ***Eucyclogobius newberryi*** tidewater goby | AFCQN04010 | Endangered | None | G3 | S3 | SSC |
| ***Gasterosteus aculeatus williamsoni*** unarmored threespine stickleback | AFCPA03011 | Endangered | Endangered | G5T1 | S1 | FP |
| ***Gila orcuttii*** arroyo chub | AFCJB13120 | None | None | G2 | S2 | SSC |
| ***Helminthoglypta traskii traskii*** Trask shoulderband | IMGASC2473 | None | None | G1G2T1 | S1 | |
| ***Lasthenia glabrata ssp. coulteri*** Coulter's goldfields | PDAST5L0A1 | None | None | G4T2 | S2 | 1B.1 |
| ***Malacothrix similis*** Mexican malacothrix | PDAST660D0 | None | None | G2G3 | SH | 2A |
| ***Microtus californicus stephensi*** south coast marsh vole | AMAFF11035 | None | None | G5T1T2 | S1S2 | SSC |
| ***Monardella hypoleuca ssp. hypoleuca*** white-veined monardella | PDLAM180A3 | None | None | G4T2T3 | S2S3 | 1B.3 |

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## Selected Elements by Scientific Name

**California Department of Fish and Wildlife**

**California Natural Diversity Database**

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Monardella sinuata ssp. sinuata*** southern curly-leaved monardella | PDLAM18161 | None | None | G3T2 | S2 | 1B.2 |
| ***Navarretia ojaiensis*** Ojai navarretia | PDPLM0C130 | None | None | G1 | S1 | 1B.1 |
| ***Neotoma lepida intermedia*** San Diego desert woodrat | AMAFF08041 | None | None | G5T3T4 | S3S4 | SSC |
| ***Oncorhynchus mykiss irideus*** steelhead - southern California DPS | AFCHA0209J | Endangered | None | G5T1Q | S1 | SSC |
| ***Panoquina errans*** wandering (=saltmarsh) skipper | IILEP84030 | None | None | G4G5 | S2 | |
| ***Passerculus sandwichensis beldingi*** Belding's savannah sparrow | ABPBX99015 | None | Endangered | G5T3 | S3 | |
| ***Pelecanus occidentalis californicus*** California brown pelican | ABNFC01021 | Delisted | Delisted | G4T3 | S3 | FP |
| ***Pentachaeta lyonii*** Lyon's pentachaeta | PDAST6X060 | Endangered | Endangered | G1 | S1 | 1B.1 |
| ***Phrynosoma blainvillii*** coast horned lizard | ARACF12100 | None | None | G3G4 | S3S4 | SSC |
| ***Polioptila californica californica*** coastal California gnatcatcher | ABPBJ08081 | Threatened | None | G3T2 | S2 | SSC |
| ***Rallus longirostris levipes*** light-footed clapper rail | ABNME05014 | Endangered | Endangered | G5T1T2 | S1 | FP |
| ***Riparia riparia*** bank swallow | ABPAU08010 | None | Threatened | G5 | S2 | |
| ***Senecio aphanactis*** chaparral ragwort | PDAST8H060 | None | None | G3? | S2 | 2B.2 |
| ***Sorex ornatus salicornicus*** southern California saltmarsh shrew | AMABA01104 | None | None | G5T1? | S1 | SSC |
| ***Southern Coast Live Oak Riparian Forest*** Southern Coast Live Oak Riparian Forest | CTT61310CA | None | None | G4 | S4 | |
| ***Southern Coastal Salt Marsh*** Southern Coastal Salt Marsh | CTT52120CA | None | None | G2 | S2.1 | |
| ***Southern Riparian Forest*** Southern Riparian Forest | CTT61300CA | None | None | G4 | S4 | |
| ***Southern Riparian Scrub*** Southern Riparian Scrub | CTT63300CA | None | None | G3 | S3.2 | |
| ***Southern Sycamore Alder Riparian Woodland*** Southern Sycamore Alder Riparian Woodland | CTT62400CA | None | None | G4 | S4 | |
| ***Southern Willow Scrub*** Southern Willow Scrub | CTT63320CA | None | None | G3 | S2.1 | |
| ***Spea hammondii*** western spadefoot | AAABF02020 | None | None | G3 | S3 | SSC |

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## Selected Elements by Scientific Name

**California Department of Fish and Wildlife**

**California Natural Diversity Database**

| Species | Element Code | Federal Status | State Status | Global Rank | State Rank | Rare Plant Rank/CDFW SSC or FP |
|---|---|---|---|---|---|---|
| ***Sternula antillarum browni*** California least tern | ABNNM08103 | Endangered | Endangered | G4T2T3Q | S2 | FP |
| ***Suaeda esteroa*** estuary seablite | PDCHE0P0D0 | None | None | G3 | S2 | 1B.2 |
| ***Taxidea taxus*** American badger | AMAJF04010 | None | None | G5 | S3 | SSC |
| ***Texosporium sancti-jacobi*** woven-spored lichen | NLTEST7980 | None | None | G3 | S1 | 3 |
| ***Thamnophis hammondii*** two-striped garter snake | ARADB36160 | None | None | G4 | S3S4 | SSC |
| ***Thamnophis sirtalis ssp.*** south coast garter snake | ARADB3613F | None | None | G5T1T2 | S1S2 | SSC |
| ***Thelypteris puberula var. sonorensis*** Sonoran maiden fern | PPTHE05192 | None | None | G5T3 | S2 | 2B.2 |
| ***Tortula californica*** California screw moss | NBMUS7L090 | None | None | G2G3 | S2S3 | 1B.2 |
| ***Trimerotropis occidentiloides*** Santa Monica grasshopper | IIORT36300 | None | None | G1G2 | S1S2 | |
| ***Tryonia imitator*** mimic tryonia (=California brackishwater snail) | IMGASJ7040 | None | None | G2 | S2 | |
| ***Valley Needlegrass Grassland*** Valley Needlegrass Grassland | CTT42110CA | None | None | G3 | S3.1 | |
| ***Valley Oak Woodland*** Valley Oak Woodland | CTT71130CA | None | None | G3 | S2.1 | |
| ***Vireo bellii pusillus*** least Bell's vireo | ABPBW01114 | Endangered | Endangered | G5T2 | S2 | |

**Record Count: 74**

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U.S. Fish & Wildlife Service

# Camarillo Airport

## *IPaC Trust Resource Report*

Generated September 16, 2015 01:19 PM MDT

US Fish & Wildlife Service

# IPaC Trust Resource Report

## Project Description

NAME

Camarillo Airport

PROJECT CODE

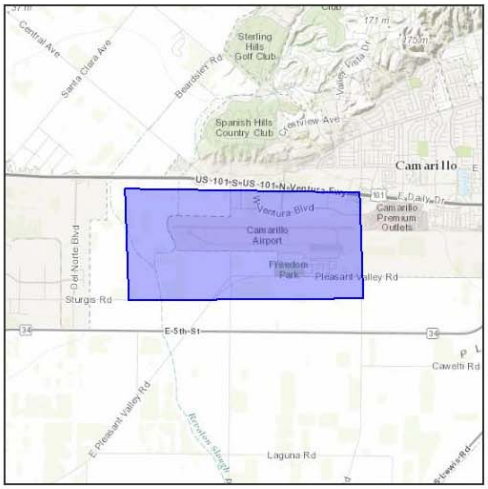
WGGIZ-ESRUZ-G2VGN-WMYJS-UN67PI

LOCATION

Ventura County, California

DESCRIPTION

No description provided




## U.S. Fish & Wildlife Contact Information

Species in this report are managed by:

**Ventura Fish And Wildlife Office**
2493 Portola Road, Suite B
Ventura, CA 93003-7726
(805) 644-1766

# Endangered Species

Proposed, candidate, threatened, and endangered species that are managed by the Endangered Species Program and should be considered as part of an effect analysis for this project.

This unofficial species list is for informational purposes only and does not fulfill the requirements under Section 7 of the Endangered Species Act, which states that Federal agencies are required to "request of the Secretary of Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action." This requirement applies to projects which are conducted, permitted or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can be obtained by returning to this project on the IPaC website and requesting an Official Species List from the regulatory documents section.

## Amphibians

**California Red-legged Frog** Rana draytonii — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=D02D

## Birds

**Coastal California Gnatcatcher** Polioptila californica californica — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B08X

**Least Bell's Vireo** Vireo bellii pusillus — Endangered

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B067

**Marbled Murrelet** Brachyramphus marmoratus — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B08C

**Southwestern Willow Flycatcher** Empidonax traillii extimus — Endangered

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B094

## Crustaceans

**Riverside Fairy Shrimp** Streptocephalus woottoni — Endangered

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=K03F

**Vernal Pool Fairy Shrimp** Branchinecta lynchi — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=K03G

## Flowering Plants

**California Orcutt Grass** Orcuttia californica — Endangered

CRITICAL HABITAT
**No critical habitat** has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q1ZO

**Gambel's Watercress** Rorippa gambellii — Endangered

CRITICAL HABITAT
**No critical habitat** has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q38L

**Marsh Sandwort** Arenaria paludicola — Endangered

CRITICAL HABITAT
**No critical habitat** has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q25H

**Spreading Navarretia** Navarretia fossalis — Threatened

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q2E7

## Critical Habitats

Potential effects to critical habitat(s) within the project area must be analyzed along with the endangered species themselves.

There is no critical habitat within this project area

# Migratory Birds

Birds are protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

Any activity which results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service (1). There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

You are responsible for complying with the appropriate regulations for the protection of birds as part of this project. This involves analyzing potential impacts and implementing appropriate conservation measures for all project activities.

**Allen's Hummingbird** Selasphorus sasin — Bird of conservation concern
Season: Breeding

**Bald Eagle** Haliaeetus leucocephalus — Bird of conservation concern
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B008

**Black Oystercatcher** Haematopus bachmani — Bird of conservation concern
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0KJ

**Black Skimmer** Rynchops niger — Bird of conservation concern
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0EQ

**Brewer's Sparrow** Spizella breweri — Bird of conservation concern
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HA

**Burrowing Owl** Athene cunicularia — Bird of conservation concern
Year-round

**Cactus Wren** Campylorhynchus brunneicapillus — Bird of conservation concern
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0FZ

**Costa's Hummingbird** Calypte costae — Bird of conservation concern
Season: Breeding

**Fox Sparrow** Passerella iliaca — Bird of conservation concern
Season: Wintering

**Lawrence's Goldfinch** Carduelis lawrencei — Bird of conservation concern
Year-round

**Least Bittern** Ixobrychus exilis — Bird of conservation concern
Year-round

**Lesser Yellowlegs** Tringa flavipes — Bird of conservation concern
Season: Wintering

**Lewis's Woodpecker** Melanerpes lewis — Bird of conservation concern
Season: Wintering

**Loggerhead Shrike** Lanius ludovicianus — Bird of conservation concern
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0FY

**Long-billed Curlew** Numenius americanus — Bird of conservation concern
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B06S

**Marbled Godwit** Limosa fedoa — Bird of conservation concern
Season: Wintering

**Nuttall's Woodpecker** Picoides nuttallii — Bird of conservation concern
Year-round

**Oak Titmouse** Baeolophus inornatus — Bird of conservation concern
Year-round

**Olive-sided Flycatcher** Contopus cooperi — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0AN

**Peregrine Falcon** Falco peregrinus — Bird of conservation concern
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0FU

**Red-crowned Parrot** Amazona viridigenalis — Bird of conservation concern
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0GO

**Short-billed Dowitcher** Limnodromus griseus — Bird of conservation concern
Season: Wintering

**Short-eared Owl** Asio flammeus — Bird of conservation concern
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HD

**Tricolored Blackbird** Agelaius tricolor — Bird of conservation concern
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B06P

**Whimbrel** Numenius phaeopus — Bird of conservation concern
Season: Wintering

**Yellow Warbler** dendroica petechia ssp. brewsteri — Bird of conservation concern
Season: Breeding
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0EN

**Red Knot** Calidris canutus ssp. roselaari — Bird of conservation concern
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0G6

# Refuges

Any activity proposed on National Wildlife Refuge lands must undergo a 'Compatibility Determination' conducted by the Refuge. If your project overlaps or otherwise impacts a Refuge, please contact that Refuge to discuss the authorization process.

There are no refuges within this project area

# Wetlands

Impacts to NWI wetlands and other aquatic habitats from your project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes.

Project proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate U.S. Army Corps of Engineers District.

DATA LIMITATIONS

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

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

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

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or 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.

## Freshwater Emergent Wetland

| | |
|---|---|
| **PEMAx** | 7.16 acres |
| **PEMCx** | 0.475 acre |

## Riverine

| | |
|---|---|
| **R4USCx** | 49.2 acres |

# Ventura County Planning Division
# 2014 Locally Important Animal List

| Scientific Name | Common Name | Federal/State Status | Criteria Met |
|---|---|---|---|
| **Invertebrates** | | | |
| *Haplotrema caelatum* | slotted lancetooth snail | | ✓ 5 or fewer element occurrences in Ventura County. |
| *Helminthoglypta phlyctaena* | zaca shoulderband snail | | ✓ 5 or fewer element occurrences within Ventura County; and<br>✓ Ventura County represents 10% or more of the known range for this species. |
| *Helminthoglypta salviae* | sage shoulderband snail | | ✓ 5 or fewer element occurrences within Ventura County; and<br>✓ Ventura County represents 10% or more of the entire known range. |
| *Helminthoglypta venturensis* | ventura shoulderband snail | | ✓ 5 or fewer element occurrences in Ventura County; and<br>✓ Ventura County represents 10% or more of the entire known range. |

1

| Scientific Name | Common Name | Federal/State Status | Criteria Met |
|---|---|---|---|
| *Helminthoglypta willeti* | Matilija shoulderband snail | | ✓ Ventura County represents 10% or more of the entire known range. |
| *Timema monikensis* | walking stick | | ✓ Ventura County represents 10% or more of the entire known range;<br>✓ 5 or fewer element occurrences in Ventura County; and<br>✓ In danger of extirpation in Ventura County. |
| **Fish** | | | |
| *Cottus asper* | prickly sculpin | | ✓ In danger of extirpation in Ventura County; and<br>✓ 5 or fewer element occurrences within Ventura County. |
| *Gasterosteus aculeatus microcephalus* | threespine stickleback | US Forest Service: Sensitive | ✓ In danger of extirpation in Ventura County; and<br>✓ 5 or fewer element occurrences in Ventura County. |
| *Lampetra tridentata* | Pacific lamprey | American Fisheries Service: Vulnerable | ✓ Generally declining throughout its range;<br>✓ In danger of extirpation in Ventura County; and<br>✓ 5 or fewer element occurrences within Ventura County. |

2

| Scientific Name | Common Name | Federal/State Status | Criteria Met |
|---|---|---|---|
| **Amphibians** | | | |
| *Aneides lugubris* | arboreal salamander | | ✓ 5 or fewer element occurrences within Ventura County;<br>✓ Generally declining throughout its range; and<br>✓ In danger of extirpation within Ventura County. |
| **Reptiles** | | | |
| *Arizona elegans occidentalis* | California glossy snake | | ✓ 5 or fewer element occurrences within Ventura County; and<br>✓ In danger of extirpation in Ventura County. |
| *Lampropeltis zonata pulchra* | San Diego mountain kingsnake | California Species of Special Concern | ✓ 5 or fewer element occurrences in Ventura County; and<br>✓ Generally declining throughout its range. |
| **Mammals** | | | |
| *Neotamias speciosus callipeplus* | Mt. Pinos lodgepole chipmunk | US Forest Service: Sensitive | ✓ Ventura County represents 10% or more of the entire known range. |

3

# Ventura County Planning Division
# 2014 Locally Important Plant List

| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Abronia turbinata* Torr. ex S. Watson | Turbinate Sand-verbena | A/PH | Nyctaginaceae | | 2 | Consortium of California Herbaria |
| *Acanthoscyphus parishii* var. *abramsii* (E.A. McGregor) Reveal [synonym: *Oxytheca parishii* var. *abramsii*] | Abrams' Oxytheca | AH | Polygonaceae | CRPR 1B.2 | 4-5 | Consortium of California Herbaria |
| *Acanthoscyphus parishii* (Parry) Small var. *parishii* | Parish Oxytheca | AH | Polygonaceae | CRPR 4.2 | 1 | Consortium of California Herbaria |
| *Acmispon denticulatus* (Drew) D.D. Sokoloff | White Lotus | AH | Fabaceae | | 3 | Consortium of California Herbaria |
| *Acmispon heermannii* (Durand & Hilg.) Brouillet var. *heermannii* | Heermann Lotus or Hosackia | PH | Fabaceae | | 4 | Consortium of California Herbaria |
| *Acmispon heermannii* var. *orbicularis* (A. Gray) Brouillet | Roundleaf Heermann Lotus or Hosackia | PH | Fabaceae | | 1 | Consortium of California Herbaria |
| *Acmispon junceus* (Bentham) Brouillet var. *junceus* | Rush Hosackia | AH | Fabaceae | | 2 | Consortium of California Herbaria |

1

| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Acmispon micranthus* (Torrey & A. Gray) Brouillet | Grab Hosackia or Lotus | AH | Fabaceae | | 3 | Consortium of California Herbaria |
| *Acmispon parviflorus* (Bentham) D.D. Sokoloff | Tiny Lotus | AH | Fabaceae | | 2 | Consortium of California Herbaria |
| *Agrostis hallii* Vasey | Hall's Bentgrass | PG | Poaceae | | 1 | Consortium of California Herbaria |
| *Alisma plantago-aquaticum* L. | Common or Broadleaf Water-plantain | PH | Alismataceae | | 4 | Consortium of California Herbaria |
| *Allium amplectens* Torrey | Narrowleaf Onion | PG | Alliaceae | | 1 | Consortium of California Herbaria |
| *Allium denticulatum* (Traub) D. McNeal | Dentate Fringed Onion | PG | Alliaceae | | 1 | Consortium of California Herbaria |
| *Allium lacunosum* S. Watson var. *lacunosum* | Pitted Onion | PG | Alliaceae | | 1 | Consortium of California Herbaria |
| *Allium lacunosum* var. *davisiae* (M.E. Jones) D. McNeal | Davis Onion | PG | Alliaceae | | 1 | Consortium of California Herbaria |
| *Allium monticola* Davidson | Mountain Onion | PG | Alliaceae | | 4 | Consortium of California Herbaria |

2

| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Allium parryi* S. Watson | Parry Fringed Onion | PG | Alliaceae | | 3 | Consortium of California Herbaria |
| *Allium praecox* Brandegee | Early Onion | PG | Alliaceae | | 4 | Consortium of California Herbaria |
| *Allophyllum divaricatum* (Nuttall) A.D. Grant & V. Grant | Divaricate Allophyllum | AH | Polemoniaceae | | 4 | Consortium of California Herbaria |
| *Allophyllum gilioides* (Bentham) A.D. Grant & V. Grant subsp. *gilioides* | Straggling Gilia | AH | Polemoniaceae | | 5 | Consortium of California Herbaria |
| *Allophyllum integrifolium* (Brand) A.D. Grant & V. Grant | Sticky Allophyllum | AH | Polemoniaceae | | 1 | Consortium of California Herbaria |
| *Alopecurus carolinianus* Walter | Tufted Foxtail | AG | Poaceae | | 1 | Consortium of California Herbaria |
| *Alopecurus saccatus* Vasey | Pacific Foxtail | AG | Poaceae | | 2 | Consortium of California Herbaria |
| *Amaranthus californicus* (Moq.) S. Watson | California Amaranth | AH | Amaranthaceae | | 3 | Consortium of California Herbaria |
| *Ambrosia confertiflora* DC. | Weak-leaved Burweed or Bursage | PH | Asteraceae | | 2 | Consortium of California Herbaria |

3

| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Ambrosia salsola* (T. & G. ex G.) Strother & B.G. Baldwin var. *salsola* | Burrobrush | S | Asteraceae | | 3 | Consortium of California Herbaria |
| *Ammannia coccinea* Rottb. | Long-leaved or Purple Ammannia | AH | Lythraceae | | 3 | Consortium of California Herbaria |
| *Ammannia robusta* Heer & Regel | Grand Redstem | AH | Lythraceae | | 2 | Consortium of California Herbaria |
| *Amsinckia eastwoodae* J.F. Macbr. | Elegant Fiddleneck | AH | Boraginaceae | | 1 | Consortium of California Herbaria |
| *Amsinckia spectabilis* Fisch. & C. A. Mey. var. *spectabilis* | Showy Fiddleneck | AH | Boraginaceae | | 1 | Consortium of California Herbaria, Rancho Santa Ana Botanical Garden |
| *Amsinckia vernicosa* Hook. & Arn. | Vernal Fiddleneck | AH | Boraginaceae | | 1 | Consortium of California Herbaria |
| *Andropogon glomeratus* var. *pumilus* Vasey ex Dewey | Bushy Bluestem | PG | Poaceae | | 1 | Consortium of California Herbaria |
| *Androsace elongata* subsp. *acuta* (Greene) G. Robb. | Rock-jasmine | AH | Primulaceae | | 2 | Consortium of California Herbaria |
| *Antennaria dimorpha* (Nuttall) Torrey & A. Gray | Low Everlasting | PH | Asteraceae | | 2 | Consortium of California Herbaria |

4

| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Anthoxanthum occidentale* (Buckley) Veldkamp | California Sweet Grass | PG | Poaceae | | 1 | Consortium of California Herbaria |
| *Antirrhinum nuttallianum* subsp. *subsessile* (A. Gray) D. Thompson | Nuttall Snapdragon | AH | Plantaginaceae | | 5 | Consortium of California Herbaria |
| *Antirrhinum ovatum* Eastwood | Oval-leaved Snapdragon | AH | Plantaginaceae | CRPR 4.2 | 2 | Consortium of California Herbaria |
| *Aphanes occidentalis* (Nuttall) Rydb. | Dew-cup, Lady's Mantle | AH | Rosaceae | | 3 | Consortium of California Herbaria |
| *Aphanisma blitoides* Moq. | Aphanisma | S | Chenopodiaceae | CRPR 1B.2 | 1 | Consortium of California Herbaria |
| *Aralia californica* S. Watson | Elk Clover, Spikenard | S | Araliaceae | | 3 | Consortium of California Herbaria |
| *Arbutus menziesii* Pursh | Pacific Madrone | T | Ericaceae | | 5 | Consortium of California Herbaria |
| *Arctostaphylos patula* Greene | Greenleaf Manzanita | S | Ericaceae | | 3 | Consortium of California Herbaria |
| *Aristida purpurea* Nuttall var. *purpurea* | Purple Three-awn Grass | PG | Poaceae | | 1 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Aristida ternipes* var. *gentilis* (Henrard) J.S. Trent | Hook Three-awn Grass | PG | Poaceae | | 1 | Consortium of California Herbaria |
| *Arnica discoidea* Benth. | Rayless or Discoid Arnica | PH | Asteraceae | | 1 | Consortium of California Herbaria |
| *Artemisia tridentata* subsp. *parishii* (Gray) H.M. Hall & Clements | Parish Great Basin Sagebrush | S | Asteraceae | | 3 | Consortium of California Herbaria |
| *Asplenium vespertinum* Maxon | Western Spleenwort | PF | Aspleniaceae | CRPR 4.2 | 1 | Consortium of California Herbaria |
| *Astragalus oxyphysus* Gray | Robust Milkvetch | PH | Fabaceae | | 3 | Consortium of California Herbaria |
| *Astragalus pomonensis* M.E. Jones | Pomona Locoweed | PH | Fabaceae | | 3 | Consortium of California Herbaria |
| *Astragalus pycnostachyus* var. *lanosissimus* (Rydb.) Munz | Ventura Marsh Milkvetch | PH | Fabaceae | FE, SE, CRPR 1B.1 | 1 | Consortium of California Herbaria, Mary Carroll, Arcadis; Mary Meyer, CDFW |
| *Astragalus whitneyi* A. Gray var. *whitneyi* | Whitney Locoweed | PH | Fabaceae | | 3 | Consortium of California Herbaria |
| *Atriplex canescens* var. *laciniata* Parish in W.L. Jepson | Caleb Saltbush | S | Chenopodiaceae | | 1 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Atriplex coulteri* (Moq.) D. Dietr. | Coulter Saltbush | PH | Chenopodiaceae | CRPR 1B.2 | 3 | Consortium of California Herbaria |
| *Atriplex dioica* Raf. | Thickleaf Orach | AH | Chenopodiaceae | | 4 | Consortium of California Herbaria |
| *Atriplex watsonii* Nelson ex Abrams | Matscale | PH | Chenopodiaceae | | 1 | Consortium of California Herbaria |
| *Baccharis malibuensis* Beauchamp & Henrickson | Malibu Baccharis | S | Asteraceae | CRPR 1B.1 | 4 | Mary Meyer, CDFW, Rick Burgess, Mark Elvin, USFWS |
| *Baccharis salicina* Torrey & A. Gray | Emory Baccharis | S | Asteraceae | | 1 | Consortium of California Herbaria |
| *Batis maritima* L. | Saltwort, Beachwort | S | Bataceae | | 3 | Consortium of California Herbaria |
| *Berberis aquifolium* var. *dictyota* Jeps. | Dull-leaf or Jepson Holly-leaved Barberry | S | Berberidiaceae | | 3 | Consortium of California Herbaria |
| *Berberis pinnata* Lagasca subsp. *pinnata* | Pinnate-leaved Barberry | S | Berberidiaceae | | 2 | Consortium of California Herbaria |
| *Bidens frondosa* L. | Sticktight | AH | Asteraceae | | 2 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Boechera breweri* (S. Watson) Al-Shehbaz var. *breweri* | Brewer Rock Cress | PH | Brassicaceae | | 2 | Consortium of California Herbaria |
| *Boechera californica* (Rollins) Windham & Al-Shehbaz | California Rockcress | PH | Brassicaceae | | 1 | Consortium of California Herbaria |
| *Boechera retrofracta* (Graham) A. Löve & D. Löve | Holboell Rock Cress | PH | Brassicaceae | | 1 | Consortium of California Herbaria |
| *Boechera xylopoda* Windam & Al-Shehbaz | Desert Rock Cress | PH | Brassicaceae | | 4 | Consortium of California Herbaria |
| *Bolboschoenus [Scirpus] robustus* (Pursh) Soják, Čas. Nár. | Seashore Bulrush | PG | Cyperaceae | | 3 | Consortium of California Herbaria |
| *Botrychium simplex* E. Hitchc. var. *simplex* | Least Moonwort, Little Grapefern | PF | Ophioglossaceae | | 1 | Consortium of California Herbaria |
| *Boykinia occidentalis* T. & G. | Santa Lucia Brookfoam | PH | Saxifragaceae | | 4 | Consortium of California Herbaria |
| *Boykinia rotundifolia* C. Parry | Roundleaved Boykinia | PH | Saxifragaceae | | 4 | Consortium of California Herbaria; Tarja Sagar, NPS |
| *Brodiaea terrestris* subsp. *kernensis* (Hoover) Niehaus | Harvest Brodiaea | PG | Themidaceae | | 3 | Consortium of California Herbaria; Tarja Sagar, NPS |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Bromus orcuttianus* (Shear) A. Hitchc. | Orcutt Brome | PG | Poaceae | | 3 | Consortium of California Herbaria |
| *Bromus porteri* (J.M. Coult.) Nash | Nodding Brome | PG | Poaceae | | 1 | Consortium of California Herbaria |
| *California macrophylla* (H.& A.) Aldas., C. Navarro, P. Vargas, Ll. Saez & Aedo | Largeleaf Filaree | AH | Geraniaceae | CRPR 1B.1 | 2 | Consortium of California Herbaria |
| *Callitriche marginata* Torrey | California Water-starwort, Wallow Starwort | PH | Plantaginaceae | | 3 | Consortium of California Herbaria; Tarja Sagar, NPS |
| *Calochortus clavatus* subsp. *gracilis* Ownby | Slender Club-haired Mariposa Lily | PG | Liliaceae | CRPR 1B.2 | 4 | Consortium of California Herbaria |
| *Calochortus fimbriatus* H.P. McDonald | Weed's Mariposa Lily | PG | Liliaceae | CRPR 1B.2 | 5 | Consortium of California Herbaria |
| *Calochortus palmeri* S. Watson var. *palmeri* | Palmer Mariposa Lily | PG | Liliaceae | CRPR 1B.2 | 5 | Consortium of California Herbaria |
| *Calochortus plummerae* Greene | Plummer Mariposa Lily | PG | Liliaceae | CRPR 1B.2 | 4 | Consortium of California Herbaria |
| *Calystegia malacophylla* (E. Greene) Munz subsp. *malacophylla* | Sierra Morning-glory | PV | Convolvulaceae | | 1 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Calystegia occidentalis* subsp. *fulrata* (Gray) Brummitt | Western Morning-glory | PV | Convolvulaceae | | 1 | Consortium of California Herbaria |
| *Calystegia peirsonii* (Abrams) Brummitt | Peirson's Morning-glory | PV | Convolvulaceae | CRPR 4.2 | 1 | Consortium of California Herbaria |
| *Camissonia contorta* (Douglas) P.H. Raven | Contorted Primrose | AH | Onagraceae | | 2 | Consortium of California Herbaria |
| *Camissoniopsis pallida* (Abrams) W.L. Wagner & Hoch subsp. *pallida* | Pale Primrose | AH | Onagraceae | | 4 | Consortium of California Herbaria |
| *Cardamine pachystigma* (S. Watson) Rollins var. *pachystigma* | Toothwort | PH | Brassicaceae | | 4 | Consortium of California Herbaria |
| *Cardionema ramosissimum* (Weinm.) A. Mels. & J.F. Macbr. | Sand Mat | PH | Caryophyllaceae | | 4 | Consortium of California Herbaria |
| *Carex athrostachya* Olney | Slender-beaked Sedge | PG | Cyperaceae | | 2 | Consortium of California Herbaria |
| *Carex aurea* Nuttall | Golden-fruited Sedge | PG | Cyperaceae | | 2 | Consortium of California Herbaria |
| *Carex barbarae* Dewey | Santa Barbara Sedge | PG | Cyperaceae | | 5 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Carex densa* L. Bailey | Dense Sedge | PG | Cyperaceae | | 3 | Consortium of California Herbaria |
| *Carex fracta* Mackenzie | Fragile-sheathed Sedge | PG | Cyperaceae | | 2 | Consortium of California Herbaria, David Magney |
| *Carex globosa* Boott | Round-fruited Sedge | PG | Cyperaceae | | 3-4 | Consortium of California Herbaria |
| *Carex hassei* L. Bailey | Hasse Sedge | PG | Cyperaceae | | 2 | Consortium of California Herbaria |
| *Carex multicaulis* L. Bailey | Many-stemmed Sedge | PG | Cyperaceae | | 1 | Consortium of California Herbaria |
| *Carex nebrascensis* Dewey | Nebraska Sedge | PG | Cyperaceae | | 1 | Consortium of California Herbaria |
| *Carex pansa* L. Bailey | Sand Dune Sedge | PG | Cyperaceae | | 2 | Consortium of California Herbaria |
| *Carex pellita* Muhl. ex Willd. | Woolly Sedge | PG | Cyperaceae | | 2 | Consortium of California Herbaria |
| *Carex rossii* Boott | Ross Sedge | PG | Cyperaceae | | 3 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Carex schottii* Dewey | Schott Sedge | PG | Cyperaceae | | 1 | Consortium of California Herbaria |
| *Carex spissa* L. Bailey | San Diego Sedge | PG | Cyperaceae | | 1 | Consortium of California Herbaria |
| *Carex triquetra* Boott | Triangular-fruited Sedge | PG | Cyperaceae | | 4 | Consortium of California Herbaria |
| *Castilleja attenuata* (Gray) Chuang & Heckard | Valley Tassels | AH | Orobanchaceae | | 2 | Consortium of California Herbaria |
| *Castilleja plagiotoma* A. Gray | Mojave Indian Paintbrush | PH | Orobanchaceae | CRPR 4.3 | 2 | Consortium of California Herbaria |
| *Castilleja tenuis* (A.A. Heller) Chuang & Heckard | Bristle Owl's Clover | AH | Orobanchaceae | | 1 | Consortium of California Herbaria, Rick Burgess |
| *Caulanthus californicus* (S. Watson) Payson | California Jewelflower | AH | Brassicaceae | FE, SE | 1 | Consortium of California Herbaria |
| *Caulanthus heterophyllus* (Nutt.) Payson | Different-leaved Jewelflower | AH | Brassicaceae | | 4 | Consortium of California Herbaria |
| *Caulanthus inflatus* S. Watson | Desert Candle | AH | Brassicaceae | | 3 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Caulanthus lemmonii* S. Watson | Lemmon Jewelflower | AH | Brassicaceae | CRPR 1B.2 | 3 | Consortium of California Herbaria |
| *Centromadia parryi* subsp. *australis* (Keck) B.G. Baldwin | Southern Tarplant | AH | Asteraceae | CRPR 1B.1 | 3 | Consortium of California Herbaria |
| *Chaenactis fremontii* A. Gray | Desert Pincushion | AH | Asteraceae | | 2 | Consortium of California Herbaria |
| *Chaenactis glabriuscula* var. *heterocarpha* (A. Gray) H.M. Hall | Different-seeded Yellow Pincushion | AH | Asteraceae | | 2 | Consortium of California Herbaria |
| *Chaenactis glabriuscula* var. *megacephala* A. Gray | Big-flowered Yellow Pincushion | AH | Asteraceae | | 4 | Consortium of California Herbaria |
| *Chaenactis stevioides* Hook. & Arn. | Desert Pincushion | AH | Asteraceae | | 5 | Consortium of California Herbaria |
| *Chamaesyce melanadenia* (Torrey) Milsp. | Squaw Spurge | PH | Euphorbiaceae | | 2 | Consortium of California Herbaria |
| *Chamaesyce micromera* (Engelm.) Wooton & Standl. | Sonoran Spurge | AH | Euphorbiaceae | | 1 | Consortium of California Herbaria |
| *Chamaesyce ocellata* (Durand & Hilg.) Millsp. subsp. *ocellata* | Littleye Spurge | AH | Euphorbiaceae | | 2 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Cheilanthes clevelandii* D.C. Eaton. | Cleveland Lip-fern | PF | Pteridaceae | | 3 | Consortium of California Herbaria |
| *Cheilanthes cooperae* D.C. Eaton | Mrs. Cooper Lip-fern | PF | Pteridaceae | | 2 | Consortium of California Herbaria |
| *Cheilanthes newberryi* (D.C. Eaton) Domin | Cotton Fern | PF | Pteridaceae | | 4 | Consortium of California Herbaria |
| *Chloropyron maritimum* (Nutt. ex Benth.) subsp. *maritimum* | Saltmarsh Birds-beak | AH | Orobanchaceae | CRPR 1B.1, FE, SE | 1 | Consortium of California Herbaria |
| *Chorizanthe brevicornu* Torr. var. *brevicornu* | Brittle Spineflower | AH | Polygonaceae | | 1 | Consortium of California Herbaria |
| *Chorizanthe clevelandii* C. Parry | Cleveland Spineflower | AH | Polygonaceae | | 4 | Consortium of California Herbaria |
| *Chorizanthe membranacea* Benth. | Pink Spineflower | AH | Polygonaceae | | 1 | Consortium of California Herbaria |
| *Chorizanthe parryi* var. *fernandina* (S. Watson) Jeps. | San Fernando Valley Spineflower | AH | Polygonaceae | SE, CRPR 1B.1 | 1 | Consortium of California Herbaria |
| *Chorizanthe uniaristata* T. & G. | One-awned Spineflower | AH | Polygonaceae | | 4 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Chrysothamnus viscidiflorus* (Hook.) Nutt. subsp. *viscidiflorus* | Yellow Rabbitbrush | S | Asteraceae | | 2 | Consortium of California Herbaria |
| *Chylismia brevipes* (A. Gray) Raven subsp. *brevipes* | Yellow Cups | AH | Onagraceae | | 1 | Consortium of California Herbaria |
| *Cicuta douglasii* (DC.) Coulter & Rose | Western Water-hemlock | PH | Apiaceae | | 3 | Consortium of California Herbaria |
| *Cirsium scariosum* Nutt. var. *citrinum* (Petr.) D.J. Keil | Southern Meadow Thistle | BH | Asteraceae | | 3 | Consortium of California Herbaria |
| *Cistanthe maritima* (Nutt.) Hershk. | Seaside Redmaids | AH | Montiaceae | CRPR 4.2 | 2 | Consortium of California Herbaria |
| *Clarkia affinis* Lewis & Lewis | Hairy Clarkia | AH | Onagraceae | | 4 | Consortium of California Herbaria |
| *Clarkia dudleyana* (Abrams) J.F. Macbr. | Dudley Godetia | AH | Onagraceae | | 5 | Consortium of California Herbaria |
| *Clarkia modesta* Jeps. | Modest Clarkia | AH | Onagraceae | | 2 | Consortium of California Herbaria |
| *Clarkia purpurea* subsp. *viminea* (Douglas) Lewis & Lewis | Large Purple Clarkia | AH | Onagraceae | | 1 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Clarkia xantiana* Gray subsp. *xantiana* | Xantus Clarkia | AH | Onagraceae | | 1 | H.M. Hall, Rick Burgess |
| *Clinopodium douglasii* (Benth.) Kuntze | Yerba Buena | PH | Lamiaceae | | 4-5 | Consortium of California Herbaria |
| *Clinopodium mimuloides* Kuntze | Monkeyflower Yerba Buena | PH/S | Lamiaceae | CRPR 4.2 | 1 | Consortium of California Herbaria |
| *Collinsia parviflora* Lindley | Blue-eyed Mary, Blue Lips | AH | Plantaginaceae | | 2 | Consortium of California Herbaria |
| *Collomia tinctoria* Kellogg | Yellow-staining Collomia | AH | Polemoniaceae | | 3 | Consortium of California Herbaria |
| *Comarostaphylis diversifolia* subsp. *planifolia* (Jeps.) G.D. Wallace | Simpleleaf Summer Holly | S | Ericaceae | | 2 | Consortium of California Herbaria |
| *Convolvulus simulans* Perry | Small-flowered Morning-glory | AV | Convolvulaceae | | 4 | Consortium of California Herbaria |
| *Cornus glabrata* Bentham | Brown Dogwood | S | Cornaceae | | 3 | Consortium of California Herbaria |
| *Cornus sericea* L. subsp. *sericea* | American or Creek Dogwood | S | Cornaceae | | 3 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Crassula aquatica* (L.) Schönl. | Water Pigmy-Weed | AH | Crassulaceae | | 1 | Consortium of California Herbaria |
| *Crepis acuminata* Nuttall | Long-leaved Hawksbeard | PH | Asteraceae | | 4 | Consortium of California Herbaria |
| *Crepis occidentalis* subsp. *pumila* (Rydb.) Babcock & Stebbins | Western Hawksbeard | PH | Asteraceae | | 3 | Consortium of California Herbaria |
| *Cryptantha affinis* (A. Gray) Greene | Side-grooved Forget-Me-Not | AH | Boraginaceae | | 2 | Consortium of California Herbaria |
| *Cryptantha flaccida* (Lehm.) Greene | Flaccid Forget-Me-Not | AH | Boraginaceae | | 4 | Consortium of California Herbaria |
| *Cryptantha leiocarpa* (Fisch. & C. Meyer) Greene | Coast Forget-Me-Not | AH | Boraginaceae | | 4 | Consortium of California Herbaria |
| *Cryptantha pterocarya* (Torr.) Greene var. *pterocarya* | Wing-nut Forget-Me-Not | AH | Boraginaceae | | 1 | Consortium of California Herbaria |
| *Cryptantha sparsiflora* (Greene) Greene | Few-flowered Forget-Me-Not | AH | Boraginaceae | | 4 | Consortium of California Herbaria |
| *Cryptantha torreyana* (A. Gray) Greene | Torrey's Cryptantha | AH | Boraginaceae | | 3 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Cucurbita palmata* S. Watson | Coyote Melon | PV | Cucurbitaceae | | 1 | Consortium of California Herbaria |
| *Cycladenia humilis* var. *venusta* (Eastwood) Munz | Elegant Cycladenia | PH | Apocynaceae | | 1 | Consortium of California Herbaria |
| *Cylindropuntia californica* (Torr. & A. Gray) F.M. Knuth var. *parkeri* (J.M. Coult.) Pinkava | Cane Cholla | S | Cactaceae | | 2 | Consortium of California Herbaria |
| *Cyperus acuminatus* Torrey & Hooker | Short-pointed Umbrella-sedge | AG | Cyperaceae | | 2 | Consortium of California Herbaria |
| *Cyperus erythrorhizos* Muhlenb. | Red-root Flatsedge | AG | Cyperaceae | | 1 | Consortium of California Herbaria |
| *Cyperus laevigatus* L. | Smooth Flatsedge | PG | Cyperaceae | | 2 | Consortium of California Herbaria, David Magney, Carl Wishner |
| *Cyperus odoratus* L. | Flatsedge | AG | Cyperaceae | | 2 | Consortium of California Herbaria, Tarja Sagar |
| *Cyperus squarrosus* L. | Awned Flatsedge | PG | Cyperaceae | | 1 | Consortium of California Herbaria |
| *Danthonia unispicata* (Thurb.) Vasey | One-spike Oat Grass | PG | Poaceae | | 1 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Deinandra paniculata* (A. Gray) Davidson & Moxley | Paniculate Tarplant | AH | Asteraceae | | 1 | Consortium of California Herbaria |
| *Delphinium gracilentum* Greene | Coast Larkspur | PH | Ranunculaceae | | 5 | Consortium of California Herbaria |
| *Delphinium hesperium* A. Gray subsp. *hesperium* | Western Larkspur | PH | Ranunculaceae | | 2 | Consortium of California Herbaria |
| *Delphinium gypsophilum* Ewan subsp. *gypsophilum* | Gypsum Larkspur | PH | Ranunculaceae | CRPR 4.2 | 5 | Consortium of California Herbaria |
| *Delphinium inopinum* (Jeps.) H.F. Lewis & Epling | Unexpected Larkspur | PH | Ranunculaceae | CRPR 4.3 | 4 | Consortium of California Herbaria |
| *Delphinium umbraculorum* H.F. Lewis & Epling | Umbrella Larkspur | PH | Ranunculaceae | CRPR 1B.3 | 3 | Consortium of California Herbaria |
| *Deschampsia cespitosa* (L.) Beauv. subsp. *cespitosa* | Tufted Hairgrass | PG | Poaceae | | 3 | Consortium of California Herbaria |
| *Dicentra pauciflora* S. Watson | Few-flowered Bleeding Heart | PH | Fumariaceae | | 1 | Consortium of California Herbaria |
| *Dichondra occidentalis* House | Western Dichondra | PH | Convolvulaceae | CRPR 4.2 | 4 | Consortium of California Herbaria; Rick Burgess; Tarja Sagar, NPS |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Diplacus rutilus* [A. Grant] McMinn | Red Sticky Bush Monkeyflower | S | Phrymaceae | | 1 | Consortium of California Herbaria, Rick Burgess |
| *Distichlis littoralis* (Engelm.) H.L. Bell & Columbus | Shoregrass | PG | Poaceae | | 1 | Consortium of California Herbaria |
| *Dodecatheon alpinum* (A. Gray) Greene | Alpine Shooting Star | PH | Primulaceae | | 2 | Consortium of California Herbaria |
| *Dodecatheon clevelandii* subsp. *patulum* (Greene) H.J. Thompson | Lowland Padre Shooting Star | PH | Primulaceae | | 1 | Consortium of California Herbaria |
| *Downingia bella* Hoover | Hoover Downingia | AH | Lobeliaceae | | 1 | Consortium of California Herbaria |
| *Dudleya caespitosa* (Haw.) Britton & Rose | Sea Lettuce | PH | Crassulaceae | | 4 | Consortium of California Herbaria |
| *Dudleya cymosa* subsp. *agourensis* K.M. Nakai | Agoura Hills Live-forever | PH | Crassulaceae | FT, CRPR 1B.2 | 1 | Tarja Sagar, NPS; Stephen McCabe, UCSB Arboretum; Rick Burgess, David Magney |
| *Dudleya cymosa* (Lem.) Britton & Rose subsp. *cymosa* | Canyon Live-forever | PH | Crassulaceae | | 1 | Tarja Sagar, NPS; Stephen McCabe, UCSB Arboretum; David Magney |
| *Dudleya cymosa* subsp. *marcescens* Moran | Marcescent Live-forever | PH | Crassulaceae | FT, SR, CRPR 1B.2 | 5 | Consortium of California Herbaria; Tarja Sagar, NPS |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Dudleya parva* Rose & Davidson | Conejo Live-forever | PH | Crassulaceae | FT, CRPR 1B.2 | 1 | Consortium of California Herbaria; Tarja Sagar, NPS; Stephen McCabe, UCSB Arboretum |
| *Dudleya verityi* K.M. Nakai | Verity Live-forever | PH | Crassulaceae | FT, CRPR 1B.2 | 1 | Consortium of California Herbaria; Tarja Sagar, NPS; Stephen McCabe, UCSB Arboretum |
| *Eastwoodia elegans* Brandegee | Yellow Mock Aster | S | Asteraceae | | 2 | Consortium of California Herbaria |
| *Elatine brachysperma* Gray | Slender Waterwort | AH | Elatinaceae | | 1 | Consortium of California Herbaria |
| *Elatine californica* Gray | California Waterwort | AH | Elatinaceae | | 1 | Consortium of California Herbaria |
| *Eleocharis acicularis* var. *gracilescens* Svenson | Graceful Spikerush | PG | Cyperaceae | | 1 | Consortium of California Herbaria |
| *Eleocharis bella* (Piper) Svenson | Bella Spikerush | PG | Cyperaceae | | 1 | Consortium of California Herbaria |
| *Eleocharis bernardina* Munz & Johnston | Few-flowered Clubrush | PG | Cyperaceae | | 3 | Consortium of California Herbaria |
| *Eleocharis quinqueflora* (Hartmann) O. Schwarz | Few-flowered Spikerush | PG | Cyperaceae | | 1 | Consortium of California Herbaria, Rick Burgess, David Magney |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Eleocharis rostellata* (Torrey) Torrey | Beaked Spikerush | PG | Cyperaceae | | 4 | Consortium of California Herbaria |
| *Eleocharis suksdorfiana* Beauv. | Suksdorf's Spikerush | PG | Cyperaceae | | 2 | Consortium of California Herbaria, David Magney |
| *Elodea canadensis* Rich. | Common Waterweed | PG | Hydrocharitaceae | | 1 | Consortium of California Herbaria |
| *Elymus cinereus* Scribn. & Merr. | Great Basin Wildrye | PG | Poaceae | | 1 | Consortium of California Herbaria, Rick Burgess |
| *Elymus glaucus* subsp. *jepsonii* (Burtt Davy) Gould | Jepson Blue or Woodland Wildrye | PG | Poaceae | | 4 | Consortium of California Herbaria |
| *Elymus stebbinsii* (Scribner & J.G. Smith) Gould | Wheatgrass | PG | Poaceae | | 5 | Consortium of California Herbaria |
| *Emmenanthe penduliflora* var. *rosea* Brand | Rose Whispering Bells | AH | Boraginaceae | | 1 | Consortium of California Herbaria |
| *Ephedra californica* S. Watson | California Desert Tea, Cañatillo | S | Ephedraceae | | 3 | Consortium of California Herbaria |
| *Epilobium ciliatum* subsp. *glandulosum* (Lehm.) P. Hoch & Raven | Sticky Northern Willow-herb | AH | Onagraceae | | 4 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Epilobium densiflorum* (Lindley) P. Hoch & Raven | Dense-flowered Spike-primrose | AH | Onagraceae | | 3 | Consortium of California Herbaria |
| *Epilobium foliosum* (Torrey & A. Gray) Suksd. | Leafy Spike-primrose | AH | Onagraceae | | 2 | Consortium of California Herbaria |
| *Epilobium glaberrimum* Barbey subsp. *glaberrimum* | Waxy Willow-herb | AH | Onagraceae | | 4 | Consortium of California Herbaria, Rick Burgess |
| *Epilobium halleanum* Hausskn. | Gland Willow-herb | PH | Onagraceae | | 2 | Consortium of California Herbaria |
| *Epilobium minutum* Lindley ex Lehm. | Chaparral Willowherb | AH | Onagraceae | | 1 | Consortium of California Herbaria |
| *Eriastrum hooveri* (Jepson) H. Mason | Hoover Woolly Star | AH | Polemoniaceae | | 1 on County Boundary | Consortium of California Herbaria |
| *Ericameria cooperi* (Gray) H.M. Hall var. *cooperi* | Cooper Goldenbush | S | Asteraceae | | 2 | Consortium of California Herbaria |
| *Ericameria parryi* var. *aspera* (Greene) G.L. Nesom & G.I. Baird | Parry Rabbitbrush | S | Asteraceae | | 3 | Consortium of California Herbaria |
| *Eriodictyon traskiae* Eastw. | Trask Yerba Santa | S | Boraginaceae | | 4 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Eriogonum crocatum* Davidson | Conejo or Saffron Buckwheat | S | Polygonaceae | SR, CRPR 1B.2 | 3 | Consortium of California Herbaria |
| *Eriogonum kennedyi* var. *alpigenum* (Munz & Johnston) Munz & Johnston | Alpine Kennedy Buckwheat | PH | Polygonaceae | CRPR 1B.3 | 1 | Consortium of California Herbaria |
| *Eriogonum ordii* | Fort Mojave Buckwheat | AH | Polygonaceae | | 4 | Consortium of California Herbaria |
| *Eriogonum wrightii* var. *membranaceum* Jeps. | Sheathed Wright Buckwheat | S | Polygonaceae | | 1 | Consortium of California Herbaria, Rick Burgess |
| *Erysimum insulare* Greene | Island Wallflower | AH/BH | Brassicaceae | | 2 | Consortium of California Herbaria |
| *Galium cliftonsmithii* (Dempster) Dempster & Stebb. | Santa Barbara Bedstraw | PH | Rubiaceae | CRPR 4.3 | 1 | Consortium of California Herbaria |
| *Geranium californicum* G. Jones & F. Jones | California Geranium | PH | Geraniaceae | | 1 | Consortium of California Herbaria |
| *Gilia latiflora* subsp. *davyi* (Milliken) A. & V. Grant | Davy Broad-flowered Gilia | AH | Polemoniaceae | | 3 | Consortium of California Herbaria |
| *Helenium bigelovii* Torr. & A. Gray | Bigelow's Sneezeweed | PH | Asteraceae | | 5 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Hesperochiron californicus* (Benth.) S. Watson | California Hesperochiron | PH | Boraginaceae | | 5 | Consortium of California Herbaria |
| *Heuchera caespitosa* Eastw. | Urn-flowered Alumroot | PH | Saxifragaceae | CRPR 4.3 | 1 | Consortium of California Herbaria |
| *Hieracium albiflorum* Hooker | White-flowered Hawkweed | PH | Asteraceae | | 2 | Consortium of California Herbaria, Rick Burgess |
| *Hordeum brachyantherum* subsp *brachyantherum* Nevski | Meadow Barley | AG | Poaceae | | 2 | Consortium of California Herbaria |
| *Hornungia procumbens* (L.) Hayek | Prostate Hutchinsia | AH | Brassicaceae | | 1 | Consortium of California Herbaria |
| *Hulsea vestita* subsp. *gabrielensis* Wilken | San Gabriel Hulsea | PH | Asteraceae | CRPR 4.3 | 2 | Consortium of California Herbaria |
| *Imperata brevifolia* Vasey | Satintail | PG | Poaceae | CRPR 2.1 | 2 | Consortium of California Herbaria |
| *Isoëtes howellii* Engelm. | Howell Quillwort | PF | Isoetaceae | | 1 | Consortium of California Herbaria |
| *Juncus macrandrus* Cov. | Long-anthered Rush | PG | Juncaceae | | 2 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Juncus patens* E. Meyer | Spreading Rush | PG | Juncaceae | | 5 | Consortium of California Herbaria |
| *Kopsiopsis strobilacea* Gray | California Ground Cone | PH | Orobanchaceae | | 5 | Consortium of California Herbaria |
| *Lasthenia ferrisiae* Ornduff | Ferris Goldfields | AH | Asteraceae | CRPR 4.2 | 2 | Consortium of California Herbaria |
| *Lasthenia glabrata* subsp. *coulteri* (Gray) Ornduff | Coulter's Goldfields | AH | Asteraceae | CRPR 1B.1 | 3 | Consortium of California Herbaria |
| *Lepidium dictyotum* A. Gray | Alkali Pepperwort | AH | Brassicaceae | | 1 | Consortium of California Herbaria |
| *Leptosyne calliopsidea* (DC.) A. Gray | Leaf-stemmed Coreopsis | AH | Asteraceae | | 4 | Consortium of California Herbaria |
| *Lessingia glandulifera* var. *peirsonii* (J.T. Howell) Markos | Peirson Lessingia | AH | Asteraceae | | 1 | Consortium of California Herbaria |
| *Lycium andersonii* Gray | Anderson Desert-thorn | S | Solanaceae | | 1 | Consortium of California Herbaria |
| *Madia sativa* Molina | Coast Tarplant | AH | Asteraceae | | 4 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Malacothrix glabrata* A. Gray | Desert Dandelion | AH | Asteraceae | | 2 | Consortium of California Herbaria |
| *Malacothrix incana* (Nuttall) Torrey & A. Gray | Dunedelion | PH | Asteraceae | CRPR 4.3 | 0 (historical occurrences in County) | Consortium of California Herbaria |
| *Marsilea vestita* Hooker & Greville subsp. *vestita* | Hairy Pepperwort, Clover Fern | PF | Marsiliaceae | | 3 | Consortium of California Herbaria |
| *Meconella denticulata* Greene | Tiny Poppy | AH | Papaveraceae | | 5 | Consortium of California Herbaria |
| *Mirabilis multiflora* var. *pubescens* S. Watson | Froebel Four O'Clock | PH | Nyctaginaceae | | 2 | Consortium of California Herbaria |
| *Monardella hypoleuca* subsp. *hypoleuca* A. Gray | Thickleaf Monardella | S | Lamiaceae | | 5 | Consortium of California Herbaria |
| *Monardella sinuata* subsp. *sinuata* Elvin & A.C. Sanders | Curly-leaved Horsemint | PH | Lamiaceae | | 2 | Consortium of California Herbaria; Mark Elvin, USFWS |
| *Morella californica* (Cham. & Schltdl.) Wilbur [synonym: *Myrica californica*] | California Wax-Myrtle, Pacific Bayberry | S | Myricaceae | | 1 | Consortium of California Herbaria |
| *Mucronea californica* Benth. | California Spineflower | AH | Polygonaceae | CRPR 4.2 | 2 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Myosurus minimus* L. | Common Mousetails | AH | Ranunculaceae | | 1 | Consortium of California Herbaria |
| *Navarretia peninsularis* Greene | Southern California Navarretia | AH | Polemoniaceae | | 3 | Consortium of California Herbaria |
| *Nemacladus capillaris* Greene | Common Nemacladus | AH | Campanulaceae | | 1 | Consortium of California Herbaria |
| *Nuttallanthus texanus* (Scheele) D.A. Sutton | Rough Seeded Blue Toad Flax | AH | Plantaginaceae | | 2 | Consortium of California Herbaria |
| *Opuntia basilaris* Engelm. & J. Bigelow var. *basilaris* | Beavertail Cactus | S | Cactaceae | | 1 | Consortium of California Herbaria |
| *Orcuttia californica* Vasey | California Orcutt Grass | AG | Poaceae | FE, SE, CRPR 1B.2 | 1 | Consortium of California Herbaria |
| *Orobanche valida* Jeps. subsp. *valida* | Rock Creek Broom-rape | PH | Orobanchaceae | CRPR 1B.2 | 1 | Consortium of California Herbaria |
| *Papaver californicum* Gray | Wind or Fire Poppy | AH | Papaveraceae | | 5 | Consortium of California Herbaria |
| *Pedicularis densiflora* Hook. | Indian Warrior | PH | Orobanchaceae | | 4 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Pentachaeta fragilis* Brandegee | Fragile Pygmy Daisy | AH | Asteraceae | CRPR 4.3 | 4 | Consortium of California Herbaria |
| *Perityle emoryi* Torrey | Emory's Rock Daisy | AH | Asteraceae | | 1 | Consortium of California Herbaria |
| *Phacelia exilis* (Gray) G.J. Lee | Transverse Range Phacelia | AH | Boraginaceae | CRPR 4.3 | 5 | Consortium of California Herbaria |
| *Phlox austromontana* Coville | Spreading Phlox | PH | Polemoniaceae | | 5 | Consortium of California Herbaria |
| *Pilularia americana* A. Braun | American Pillwort | PF | Marsiliaceae | | 2 | Consortium of California Herbaria |
| *Pinus flexilis* E. James | Limber Pine | T | Pinaceae | | 1 | Consortium of California Herbaria |
| *Pinus sabiniana* D. Don | Foothill or Gray Pine | T | Pinaceae | | 1 | Consortium of California Herbaria |
| *Plagiobothrys undulatus* (Piper) I.M. Johnston | Undulate Popcornflower | AH | Boraginaceae | | 1 | Consortium of California Herbaria |
| *Platanthera sparsiflora* (S. Watson) Schltr. | Few-flowered Rein Orchid | PG | Orchidaceae | | 1-2 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Plectritis ciliosa* (Greene) Jeps. | Petite Long-spurred Plectritis | AH | Valerianaceae | | 5 | Consortium of California Herbaria |
| *Plectritis macrocera* Torrey & A. Gray | White Plectritis | AH | Valerianaceae | | 5 | Consortium of California Herbaria |
| *Polygonum polygaloides* subsp. *kelloggii* (Greene) J. Hickman | Kellogg Knotweed | AH | Polygonaceae | | 1 | Consortium of California Herbaria |
| *Polystichum imbricans* (D.C. Eaton) D.H. Wagner subsp. *imbricans* | Imbricate Sword Fern | PF | Dryopteridaceae | | 1 | Consortium of California Herbaria |
| *Pyrola picta* Smith | White-veined Wintergreen | PH | Ericaceae | | 2 | Consortium of California Herbaria |
| *Quercus palmeri* Engelm. | Palmer Oak | T | Fagaceae | | 1 | Consortium of California Herbaria |
| *Ribes amarum* McClatchie | Bitter Gooseberry | S | Grossulariaceae | | 1 | Consortium of California Herbaria |
| *Ribes aureum* var. *gracillimum* (Cov. & Britton) Jeps. | Slender Golden Currant | S | Grossulariaceae | | 4 | Consortium of California Herbaria |
| *Sagittaria sanfordii* Greene | Sanford Arrow-head | PH | Alismataceae | CRPR 1B.2 | 1 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Salicornia bigelovii* Torrey | Bigelow Pickleweed | AH | Chenopodiaceae | | 1 | Consortium of California Herbaria |
| *Salvia carduacea* Benth. | Thistle Sage | PH | Lamiaceae | | 1 | Consortium of California Herbaria |
| *Salvia dorrii* var. *pilosa* (Gray) Strachan & Reveal | Pilose Desert Sage | S | Lamiaceae | | 2 | Consortium of California Herbaria |
| *Schoenoplectus saximontanus* (Fern.) J. Raynal | Rocky Mountain Bulrush | AG | Cyperaceae | | 1 | Consortium of California Herbaria |
| *Senecio aphanactis* Greene | California Groundsel, Rayless Ragwort | AH | Asteraceae | CRPR 2.2 | 2 | Consortium of California Herbaria |
| *Sidalcea neomexicana* Gray | Salt Spring Checkermallow | PH | Malvaceae | CRPR 2.2 | 3-4 | Consortium of California Herbaria |
| *Sidotheca caryophylloides* Parry [synonym: *Oxytheca caryophylloides*] | Chickweed Oxytheca | AH | Polygonaceae | CRPR 4.3 | 4-5 | Consortium of California Herbaria |
| *Sidotheca trilobata* (A. Gray) Reveal [synonym: *Oxytheca trilobata*] | Three-lobed Oxytheca | AH | Polygonaceae | | 1 | Consortium of California Herbaria |
| *Stillingia linearifolia* S. Watson | Narrowleaf Stillingia | PH | Euphorbiaceae | | 5 | Consortium of California Herbaria |

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| Scientific Name | Common Name | Habit | Family | Federal/State Status | Number of Occurrences in Ventura County | Source |
|---|---|---|---|---|---|---|
| *Streptanthus campestris* S. Watson | Southern Jewelflower | B/PH | Brassicaceae | CRPR 1B.3 | 1 | Consortium of California Herbaria |
| *Suaeda esterca* Ferren & Whitmore | Estuary Seablite | S | Chenopodiaceae | CRPR 1B.2 | 1 | Consortium of California Herbaria |
| *Syntrichopappus lemmonii* (A. Gray) A. Gray | Lemmon's Xerasid | AH | Asteraceae | CRPR 4.3 | 1 | Consortium of California Herbaria |
| *Tetrapteron palmeri* (S. Watson) W.L. Wagner & Hoch | Palmer Primrose | AH | Onagraceae | | 4 | Consortium of California Herbaria |
| *Trichostema micranthum* Gray | Bluecurls | AH | Lamiaceae | | 1-2 | Consortium of California Herbaria |
| *Trichostema ovatum* Curran | Ovate Bluecurls | AH | Lamiaceae | | 1 | Consortium of California Herbaria |
| *Veratrum californicum* Durand var. *californicum* | California False Hellebore | PG | Melanthiaceae | | 1 | Consortium of California Herbaria |
| *Verbena bracteata* Lagasca & J.D. Rodriguez | Prostrate Verbena | A/BH | Verbenaceae | | 2-3 | Consortium of California Herbaria |
| *Yucca brevifolia* Engelm. | Herbert's Joshua Tree | T | Agavaceae | | 1 on County Boundary | Consortium of California Herbaria |

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Notes: Scientific nomenclature follows the Flora of North America (1993-2011). The most current taxonomy is followed when changes have occurred since publication of the above listed references, as indicated on the Jepson Herbarium's online eFlora pages (http://ucjeps.berkeley.edu/IJM.html). Common names follow Abrams and Ferris (1960), Neihaus and Ripper (1976), and DeGarmo (1980).

Habit definitions:
AF = annual fern or fern ally
AG = annual grass or graminoid
AH = annual herb
BH = biennial herb
PF = perennial fern or fern ally
PG = perennial grass or graminoid
PH = perennial herb
PV = perennial vine
S = shrub
T = tree

Fed/State Status definitions:
FE = Federally listed Endangered
FT = Federally listed Threatened
SE = California listed Endangered
ST = California listed Threatened
SR = California listed Rare
CRPR = California Rare Plant Rank

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# Appendix C:
# List of Flora Observed During Field Surveys

## Table C-1. List of Plants Observed Within the BSA

| Scientific Name | Common Name | Native | Species Status / Notes |
|---|---|---|---|
| Vascular Plants nomenclature follows " The Jepson Manual" and http://ucjeps.berkeley.edu/interchange.html | | | |
| ***ANGIOSPERMS (EUDICOTS)*** | | | |
| ***Amaranthaceae*** | ***Amaranth Family*** | | |
| *Amaranthus albus* | tumble pigweed | No | |
| ***Asteraceae*** | ***Sunflower Family*** | | |
| *Acroptilon repens* | Russian knapweed | No | |
| *Helianthus annua* | sunflower | No | |
| *Helminthotheca echioides* | bristly ox-tongue | No | |
| *Erigeron canadensis* | horseweed | Yes | |
| ***Boraginaceae*** | ***Borage Family*** | | |
| *Heliotropium curassavicum* | salt heliotrope | Yes | |
| ***Brassicaceae*** | ***Mustard Family*** | | |
| *Brassica nigra* | black mustard | No | |
| *Hirschfeldia incana* | short-pod mustard | No | |
| ***Convolvulaceae*** | ***Morning Glory Family*** | | |
| *Convolvulus arvensis* | bindweed | | |
| ***Chenopodiaceae*** | ***Goosefoot Family*** | | |
| *Bassia hyssopifolia* | five horn bassia | No | |
| *Salsola tragus* | tumbleweed | No | |
| ***Fabaceae*** | ***Pea Family*** | | |
| *Lotus corniculatus* | bird's foot trefoil | Yes | |
| ***Frankeniaceae*** | ***Heath Family*** | | |
| *Frankenia salina* | alkali heath | Yes | |
| ***Malvaceae*** | ***Mallow Family*** | | |
| *Malva nicaeensis* | bull mallow | No | |
| *Malva parviflora* | cheeseweed | No | |
| *Malvella leprosa* | alkali mallow | No | |
| ***Solanaceae*** | ***Nightshade Family*** | | |
| *Datura wrightii* | Jimson weed | No | |
| ***Zygophyllaceae*** | ***Caltrop family*** | | |
| *Tribulus terrestris* | puncture vine | No | |

## Table C-1. List of Plants Observed Within the BSA

| Scientific Name | Common Name | Native | Species Status / Notes |
|---|---|---|---|
| ***ANGIOSPERMS (MONOCOTS)*** | | | |
| ***Arecaceae*** | ***Palm Family*** | | |
| *Phoenix canariensis* | Canary Island date palm | No | recent sprouts |
| ***Poaceae*** | ***Grass Family*** | | |
| *Avena barbata* | slender wild oats | No | |
| *Bothriochloa barbinodis* | beard grass | Yes | |
| *Bromus diandrus* | ripgut brome | No | |
| *Bromus hordeaceus* | soft chess | No | |
| *Cynodon dactylon* | Bermuda grass | No | |
| *Digitaria sanguinalis* | crabgrass | No | |
| *Distichlis spicata* | saltgrass | Yes | |
| *Hordeum vulgare* | barley | No | |
| *Festuca myuros* | rattail fescue | No | |

# Appendix D:
# Photo Documentation

**PHOTO 1:**

View of annual brome grassland within the drainage channel (within and just outside the BSA). Note plowed/disturbed areas along both sides of the drainage channel.

Photograph taken on August 27, 2015.

**PHOTO 2:**

View of the drainage channel within the BSA. Note ruderal/non-native vegetation in the photo.

Photograph taken on August 27, 2015.

**PHOTO 3:**

View of the Camarillo Hills Drain located at the western boundary of CMA outside of the BSA. Note box culvert where the drainage channel from CMA outlets into the Camarillo Hills Drain (refer to arrow).

Photograph taken on August 27, 2015.

**PHOTO 4:**

View of bindweed and other non-native plants dominating ruderal areas within the BSA. Note bare dirt areas that were recently plowed/disturbed.

Photograph taken on August 27, 2015.

**PHOTO 5:**

View of the northeast corner of the BSA. Note ruderal vegetation and parked car area where the new hangars are proposed.

Photograph taken on August 27, 2015.

**PHOTO 6:**

View of the Camarillo Hills Drain from the northeast corner of CMA looking west. This area is located outside of the BSA.

Photograph taken on August 27, 2015.

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APPENDIX E

# AIR QUALITY MODELING RESULTS

# test

**Ventura County APCD Air District, Summer**

## 1.0 Project Characteristics

### 1.1 Land Usage

| Land Uses | Size | Metric | Lot Acreage | Floor Surface Area | Population |
|---|---|---|---|---|---|
| User Defined Commercial | 1.00 | User Defined Unit | 0.00 | 0.00 | 0 |

### 1.2 Other Project Characteristics

| | | | | | |
|---|---|---|---|---|---|
| **Urbanization** | Urban | **Wind Speed (m/s)** | 2.6 | **Precipitation Freq (Days)** | 31 |
| **Climate Zone** | 8 | | | **Operational Year** | 2016 |
| **Utility Company** | Southern California Edison | | | | |
| **CO2 Intensity (lb/MWhr)** | 630.89 | **CH4 Intensity (lb/MWhr)** | 0.029 | **N2O Intensity (lb/MWhr)** | 0.006 |

### 1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Per applicant & ITE Trip Generation Manual 9th Edition 022

Vehicle Trips - per applicant

| Table Name | Column Name | Default Value | New Value |
|---|---|---|---|
| tblProjectCharacteristics | OperationalYear | 2014 | 2016 |
| tblVehicleTrips | CNW_TTP | 0.00 | 100.00 |
| tblVehicleTrips | PR_TP | 0.00 | 100.00 |
| tblVehicleTrips | ST_TR | 0.00 | 435.00 |
| tblVehicleTrips | SU_TR | 0.00 | 532.00 |
| tblVehicleTrips | WD_TR | 0.00 | 590.00 |

## 2.0 Emissions Summary

| | 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 |

## 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 | 1.0000e-005 | 0.0000 | 1.0000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 2.2000e-004 | 2.2000e-004 | 0.0000 | | 2.3000e-004 |
| Energy | 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 |
| Mobile | 2.0046 | 4.7675 | 19.9690 | 0.0459 | 3.3081 | 0.0595 | 3.3676 | 0.8818 | 0.0547 | 0.9365 | | 4,014.2263 | 4,014.2263 | 0.1632 | | 4,017.6539 |
| **Total** | **2.0046** | **4.7675** | **19.9691** | **0.0459** | **3.3081** | **0.0595** | **3.3676** | **0.8818** | **0.0547** | **0.9365** | | **4,014.2265** | **4,014.2265** | **0.1632** | **0.0000** | **4,017.6541** |

### 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 | 1.0000e-005 | 0.0000 | 1.0000e-004 | 0.0000 | | 0.0000 | 0.0000 | | 0.0000 | 0.0000 | | 2.2000e-004 | 2.2000e-004 | 0.0000 | | 2.3000e-004 |
| Energy | 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 |
| Mobile | 2.0046 | 4.7675 | 19.9690 | 0.0459 | 3.3081 | 0.0595 | 3.3676 | 0.8818 | 0.0547 | 0.9365 | | 4,014.2263 | 4,014.2263 | 0.1632 | | 4,017.6539 |
| **Total** | **2.0046** | **4.7675** | **19.9691** | **0.0459** | **3.3081** | **0.0595** | **3.3676** | **0.8818** | **0.0547** | **0.9365** | | **4,014.2265** | **4,014.2265** | **0.1632** | **0.0000** | **4,017.6541** |

| | 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 | Demolition | Demolition | 1/1/2016 | 12/31/2015 | 5 | 0 | |
| 2 | Site Preparation | Site Preparation | 1/1/2016 | 12/31/2015 | 5 | 0 | |
| 3 | Grading | Grading | 1/1/2016 | 12/31/2015 | 5 | 0 | |
| 4 | Building Construction | Building Construction | 1/1/2016 | 12/31/2015 | 5 | 0 | |
| 5 | Paving | Paving | 1/1/2016 | 12/31/2015 | 5 | 0 | |
| 6 | Architectural Coating | Architectural Coating | 1/1/2016 | 12/31/2015 | 5 | 0 | |

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)**

### OffRoad Equipment

| Phase Name | Offroad Equipment Type | Amount | Usage Hours | Horse Power | Load Factor |
|---|---|---|---|---|---|
| Architectural Coating | Air Compressors | 1 | 6.00 | 78 | 0.48 |
| Paving | Cement and Mortar Mixers | 4 | 6.00 | 9 | 0.56 |
| Demolition | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Grading | Concrete/Industrial Saws | 1 | 8.00 | 81 | 0.73 |
| Building Construction | Cranes | 1 | 4.00 | 226 | 0.29 |
| Building Construction | Forklifts | 2 | 6.00 | 89 | 0.20 |
| Site Preparation | Graders | 1 | 8.00 | 174 | 0.41 |
| Paving | Pavers | 1 | 7.00 | 125 | 0.42 |
| Paving | Rollers | 1 | 7.00 | 80 | 0.38 |
| Demolition | Rubber Tired Dozers | 1 | 1.00 | 255 | 0.40 |
| Grading | Rubber Tired Dozers | 1 | 1.00 | 255 | 0.40 |
| Building Construction | Tractors/Loaders/Backhoes | 2 | 8.00 | 97 | 0.37 |
| Demolition | Tractors/Loaders/Backhoes | 2 | 6.00 | 97 | 0.37 |
| Grading | Tractors/Loaders/Backhoes | 2 | 6.00 | 97 | 0.37 |
| Paving | Tractors/Loaders/Backhoes | 1 | 7.00 | 97 | 0.37 |
| Site Preparation | Tractors/Loaders/Backhoes | 1 | 8.00 | 97 | 0.37 |

## 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 |
|---|---|---|---|---|---|---|---|---|---|---|
| Demolition | 4 | 10.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Site Preparation | 2 | 5.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Grading | 4 | 10.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Building Construction | 5 | 0.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Paving | 7 | 18.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |
| Architectural Coating | 1 | 0.00 | 0.00 | 0.00 | 10.80 | 7.30 | 20.00 | LD_Mix | HDT_Mix | HHDT |

### 3.1 Mitigation Measures Construction

## 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 | | | | | |
| Unmitigated | 2.0046 | 4.7675 | 19.9690 | 0.0459 | 3.3081 | 0.0595 | 3.3676 | 0.8818 | 0.0547 | 0.9365 | | 4,014.2263 | 4,014.2263 | 0.1632 | | 4,017.6539 |
| Mitigated | 2.0046 | 4.7675 | 19.9690 | 0.0459 | 3.3081 | 0.0595 | 3.3676 | 0.8818 | 0.0547 | 0.9365 | | 4,014.2263 | 4,014.2263 | 0.1632 | | 4,017.6539 |

### 4.2 Trip Summary Information

| | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|---|---|---|---|---|---|
| Land Use | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| User Defined Commercial | 590.00 | 435.00 | 532.00 | 1,486,893 | 1,486,893 |
| Total | 590.00 | 435.00 | 532.00 | 1,486,893 | 1,486,893 |

### 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 |
| User Defined Commercial | 9.50 | 7.30 | 7.30 | 0.00 | 0.00 | 100.00 | 100 | 0 | 0 |

APPENDIX F

# RESPONSE TO PUBLIC COMMENTS

# RESPONSE TO PUBLIC COMMENT

The Draft Mitigated Negative Declaration and Initial Study was circulated for public comment for a 30-day period, which closed on July 27, 2016. Comment letters were received from the following six agencies, and are included in this appendix. Following each comment letter, responses to the comments are also provided:

- Ventura County Watershed Protection District (VCWPD), July 11, 2016
- County of Ventura Public Works Agency, Integrated Waste Management Division, July 13, 2016
- County of Los Angeles Airport Land Use Commission, July 19, 2016
- California State Transportation Agency (Caltrans), District 7, July 22, 2016
- City of Camarillo, Department of Community Development, July 25, 2016
- State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, July 25, 2016

**VENTURA COUNTY WATERSHED PROTECTION DISTRICT**
PLANNING AND REGULATORY DIVISION
800 South Victoria Avenue, Ventura, California 93009
Zia Hosseinipour – (805) 654-2454

**MEMORANDUM**

DATE: July 11, 2016

TO: Erin Powers, Project Administrator

FROM: Zia Hosseinipour, Advance Planning Manager

SUBJECT: Notice of Availability and Intent (NOAI) to Adopt a Mitigated Negative Declaration (MND) for Proposed Northeast Hanger Development at Camarillo Airport, Ventura County, California
APN: 230-0-030-22, 40.86 Acres, Camarillo Airport of Ventura County
APN: 230-0-030-24, 161.67 Acres, Camarillo Airport of Ventura County
APN: 230-0-030-21, 64.58 Acres, Camarillo Airport of Ventura County
APN: 230-0-030-16, 120.11 Acres, Camarillo Airport of Ventura County
APN: 230-0-030-03, 0.23 Acres, Camarillo Airport of Ventura County
Camarillo Hills Drain & Pleasant Valley Road Drain, Zone 3

Pursuant to your request, the Advanced Planning Section of the Ventura County Watershed Protection District has reviewed the County of Ventura Department of Airport's Notice of Availability (NOA) and Intent to Adopt a Mitigated Negative Declaration (MND) for the proposed northeast hanger development at Camarillo Airport, Ventura County, California, and deems the Project **complete** for our areas of concern. We offer the following comments which can be addressed during final Project design.

**VENTURA COUNTY WATERSHED PROTECTION DISTRICT ADVANCE PLANNING SECTION COMMENTS:**

No new stormwater drainage connections from the proposed development to the adjacent Camarillo Hills Drain channel are proposed. If circumstances should change during final Project design and a new connection to Camarillo Hills Drain or any other Ventura County Watershed Protection District (District) jurisdictional red line channel or facility is proposed, the Project Proponent shall be required to obtain a Watercourse Permit from the District. In accordance with Ventura County Watershed Protection District Ordinance W-2 effective October 10, 2013, no person shall impair, divert, impede or alter the characteristics of the flow of water running in any jurisdictional red line channel, or establish any new drainage connection in, on, over, under or across a District jurisdictional channel without first obtaining a written permit from the District.

Further, it is the District'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; that is any increase in peak flow shall be mitigated via on-site detention.

**END OF TEXT**

**Commenter: Zia Hosseinipour, Advance Planning Manager, Planning and Regulatory Division, VCWPD**

**Date: July 11, 2016**

**Comment: The VCWPD deems the project complete for their areas of concern. The letter also provided the following comment to be addressed during final Project design: Although no new storm water drainage connections are proposed, if this circumstance changes during final design, a Watercourse Permit from the VCWPD would be required. In addition, runoff peak flow after development shall not exceed the peak flow under existing conditions for any frequency of event.**

Response: Comment noted. No further response is necessary.

# County of Ventura
## Public Works Agency
### Integrated Waste Management Division
## MEMORANDUM

---

**Date:** July 13, 2016

**To:** Erin Powers, Projects Administrator
County of Ventura Department of Airports

**From:** Derrick Wilson, Staff Services Manager
Integrated Waste Management Division

**Subject:** Camarillo Airport Northeast Hangar Development Project

The Integrated Waste Management Division (IWMD) has completed its review of the project materials circulated for the *Camarillo Airport Northeast Hangar Development Project* and appreciates this opportunity to provide our comments.

Should the Board of Supervisors approve this project, the IWMD requests the Department of Airports to comply, to the extent practicable, with the requirements of Ventura County Ordinances #4445 (solid waste handling, disposal, waste reduction, waste diversion) and #4421 (requirements for the diversion of construction and demolition debris from landfills by recycling, reuse, salvage) to assist the County's efforts to meet the requirements of Assembly Bill 939 (AB 939). AB 939 mandates all jurisdictions in California to divert a minimum of 50% of their solid waste from landfill disposal. Review Ordinance #4445 at: www.vcpublicworks.org/ord4445 and Ordinance #4421 at: www.vcpublicworks.org/ord4421.

Pursuant to IWMD review and responsibilities, the following contract specifications shall apply to this project:

**Recyclable Construction Materials**

Contract specifications for this project must include a requirement that all recyclable construction & demolition (C&D) debris (e.g., concrete, asphalt, rebar, wood, metal) generated during construction will be diverted from the landfill. This can be accomplished by transporting the various materials to an appropriate, permitted, recycling facility. A complete list of permitted construction and demolition debris recycling facilities in Ventura County is available at: www.vcpublicworks.org/C&D. All non-recyclable materials must be disposed of at a permitted disposal facility.

**Dirt and Soil - Recycling & Reuse**

Contract specifications for this project must include a requirement that dirt and soil not reused on-site during construction be transported to an authorized or permitted organics facility for recycling or reuse. Illegal disposal and landfilling of

dirt and soil is prohibited. A complete list of facilities in Ventura County that recycle soil is available at: www.vcpublicworks.org/greenwaste.

**Green Materials - Recycling & Reuse**

The Contract Specifications for this project must include a requirement that wood waste and vegetation generated during construction is diverted from the landfill. This can be accomplished by on-site chipping and land-application at various project sites, or by transporting the materials to an authorized or permitted greenwaste facility in Ventura County. A complete list of authorized greenwaste facilities is located at: www.vcpublicworks.org/greenwaste.

**Recyclable Construction & Demolition Debris – Required Reports**

Per Section 7-15 of the Ventura County Standard Specifications (VCSS):

1. Contractors working on this project must submit a ***Form B – Recycling Plan*** to the IWMD for approval prior to the issuance of the Notice to Proceed, as provided in Section 6-7.4 of the VCSS. The ***Recycling Plan*** must specify how all recyclable materials generated by the project (e.g., concrete, wood, greenwaste, soil, metal) will be diverted from the landfill. A copy of IWMD's ***Form B – Recycling Plan*** is available at: www.vcpublicworks.org/formsB&C.

2. Contractors working on this project must submit a ***Form C – Recycling Report*** to the IWMD for approval prior to the Engineer's preparation of the final estimate, as provided in Section 9-3.2 of the VCSS. The ***Form C – Recycling Report*** must have original recycling facility receipts and/or other documentation attached to verify recycling, on-site reuse, or salvage occurred. A copy of IWMD's ***Form C – Recycling Report*** is available at: www.vcpublicworks.org/formsB&C.

Should you have any questions regarding this memo, please contact Pandee Leachman at 805/658-4315.

**Commenter: Derrick Wilson, Staff Services Manager, Ventura County Public Works Agency, Integrated Waste Management Division**

**Date: July 13, 2016**

**Comment: Provided a summary of the requirements of Ventura County Ordinances #4445 (solid waste handling, disposal, waste reduction, waste diversion) and #4421 (requirements for the diversion of construction and demolition debris from landfills by recycling, reuse, salvage) and listed the related contract specifications that shall apply to the project.**

Response: Comment noted. No further response is necessary.

COUNTY OF LOS ANGELES
**AIRPORT LAND USE COMMISSION**

July 19, 2016

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

**SUBJECT: ALUC REFERRAL CASE NO. RPPL2016003146**
**NOTICE OF AVAILABILITY OF MITIGATED NEGATIVE DECLARATION – CAMARILLO AIRPORT NORTHEAST HANGAR DEVELOPMENT**

Dear Erin Powers,

Thank you for the opportunity to comment on the above referenced project. Staff of the Los Angeles County Airport Land Use Commission (ALUC) has reviewed the submitted document and has the following comments:

> The proposed project is not located within an Airport Influence Area (AIA) of any airport in Los Angeles County. One of the two nearest airports in Los Angeles County is approximately 38 miles to the east and the other is also 38 miles to the southeast. Therefore, the proposed project is not subject to L.A. County ALUC review in accordance with the Public Utilities Code (PUC), Section 21676.

If you have any questions regarding this matter, please contact Alyson Stewart at (213) 974-6432 or via email at astewart@planning.lacounty.gov, between 7:30 am and 5:30 PM, Monday through Thursday. Our office is closed on Fridays.

Sincerely,

DEPARTMENT OF REGIONAL PLANNING
Richard J. Bruckner

Bruce Durbin, Supervising Regional Planner
Ordinance Studies Section

BD:as

**Commenter: Bruce Durbin, Supervising Regional Planner, Ordinance Studies Section, County of Los Angeles Airport Land Use Commission**

**Date: July 19, 2016**

**Comment: Noted that the proposed project is not located with an Airport Influence Area of any airport in Los Angeles County and, thus, is not subject to Los Angeles County Airport Land Use Commission review.**

Response: Comment noted. No further response is necessary.

**DEPARTMENT OF TRANSPORTATION**
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
www.dot.ca.gov

*Serious Drought.*
*Serious drought.*
*Help save water!*

*Received*
JUL 27 2016
*Dept. of Airports*

July 22, 2016

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

RE: Camarillo Airport Hangar Development
Vic. Ventura US-101
IGR/CEQA No. 1600001

Dear Ms. Powers:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project involves the development of up to 105 nested T-hangers and 13 executive box hangars to be constructed by the County in phases on open land in the northeast quadrant of the Camarillo Airport. Related improvements include taxi lane construction and utility drainage infrastructure. Space is also reserved for two approximately 50,000 square foot or four 25,000 square foot commercial hangars to be developed in the future.

The nearest state facility to the proposed project is the US-101. Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facility.

However, storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. Discharge of storm water run-off is not permitted on State Highway facilities without a storm water management plan.

In addition, please be reminded that transportation of heavy construction equipment, materials, or other special equipment which requires the use of oversized-transport vehicles on State highways, will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute hours.

If you have any questions, please feel free to contact Mr. Rick Holland the project coordinator at (213) 897-4230 and refer to IGR/CEQA No. 1600001.

Sincerely,

DIANNA WATSON, Branch Chief
LD-IGR CEQA Review
Caltrans, District 7

*"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"*

**Commenter: Dianna Watson, Branch Chief, Caltrans, District 7**

**Date: July 22, 2016**

**Comment: The nearest state facility to the proposed project is U.S. 101. Caltrans does not expect project approval to result in a direct adverse impact to this facility. However, a storm water management plan is necessary if discharge of storm water will occur to State Highway facilities. In addition, the use of oversized-transport vehicles on State highways requires a Caltrans transportation permit and should be limited to off-peak commute hours.**

Response: Comment noted. No storm water discharge to U.S. 101 will occur as a result of the proposed project. In addition, if required by the County Public Works Agency, construction trips will be limited to non-peak traffic periods during certain stages of construction.

# City of Camarillo

**Department of Community Development**

601 Carmen Drive, Camarillo CA 93010 | 805.388.5360 p | 805.388.5388 f


July 25, 2016

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

**Subject: Intent to Adopt a Mitigated Negative Declaration (MND) for the Proposed Northeast Hangar Development**

Thank you for sending the City of Camarillo a Notice of Availability of the above-referenced Mitigated Negative Declaration. Staff has reviewed the document and provides the following comments.

- The City of Camarillo General Plan Noise Element was updated on September 9, 2015. The MND should include an analysis of the proposed development with respect to consistency with the City's General Plan Noise Element policies. http://www.ci.camarillo.ca.us/docs/Noise.pdf
- A conference center development is proposed northeast of the Airport that will include upgrades to the Camarillo Hills Drain (CHD) upstream of the Airport and provisions for future improvements to convey 100-year design storm flows. The CHD is an open channel at the Airport and is designed for the 100-year design storm. The layout for the proposed hangars should be coordinated with the VCWPD to ensure that the future improvements to the CHD open channel does not conflict with the proposed hangars.
- The proposed development will need to comply with the City's water conservation ordinance Chapter 14.12 of the Camarillo Municipal Code. The MND should address the requirement to provide a water impact study quantifying water demands for the project and strategies to offset the new water demand in accordance with the Chapter 14.12 and the water demand offset program that will be considered by the City Council on July 27, 2016.
- The easterly portion of the proposed project is within a City of Camarillo fault rupture zone that is a potentially significant impact unless mitigation is incorporated that includes fault investigation. Copies of maps may be obtained by contacting the Public Works Department-Land Development at 805.388.5880.

Thank you again for consulting the City of Camarillo on this matter. If you have any questions, please do not hesitate to contact me at your convenience at 805.383.5616.

Sincerely,

Jaclyn Lee, Senior Planner
Department of Community Development

JL*:sb (F:\Departments\Community Development\WF CLERICAL\Airport MND comments JL 7-25-16.docx)

**Commenter: Jaclyn Lee, Senior Planner, Department of Community Development, City of Camarillo**

**Date: July 25, 2016**

**Comment: The MND should include an analysis of the proposed development's consistency with the City's General Plan Noise Element policies.**

Response: Because the City's Noise Element was updated after the noise section of the Initial Study was completed (Summer 2015), a consistency analysis with the City's 2015 Noise Element is provided below.

The City's 2015 Noise Element contains the following goals and objectives:

*NOISE AND LAND USE PLANNING INTERACTION - GOAL 1. Camarillo's land use pattern is compatible with current and future noise levels.*

*Objective 1.1. The City should properly consider noise issues as part of the land use planning process in order to minimize the effects of noise in the community.*

The specific policies related to this goal and objective are not applicable to the proposed project.

Consistency: The updated Noise Element (2015) contains an exhibit that shows the existing (2015) and future (2035) noise contours on the project site based on recent noise measurements and modeling completed as part of the City's study (City of Camarillo Noise Element, Figure 4). Based on that exhibit, the existing and future noise environment on the proposed project site is 60 CNEL with a small corridor along Las Posas Road at 65 CNEL. These noise levels are consistent with the City's General Plan designated use of the site (Public) as well as the proposed use of the project site (i.e. hangar development), which would most likely be considered industrial for purposes of noise/land use compatibility. The City's Noise Element considers CNEL up to 75 CNEL normally acceptable for this type of land use (City of Camarillo Noise Element, Figure 2). Therefore, the proposed project is consistent with Noise Element Goal 1.

The proposed project is consistent with the City of Camarillo's land use designation (Public) for the project site. Therefore, it is consistent with Objective 1.1.

*TRANSPORTATION NOISE CONTROL - GOAL 2. Noise impacts affecting noise-sensitive land uses from transportation sources are minimized.*

*Objective 2.1. The analysis of transportation-related noise impacts upon the community should consider current and future conditions.*

The specific policies related to this goal and objective are not applicable to the proposed project.

Consistency: No changes to the ambient airport noise environment will occur from the proposed project, which primarily will serve to relocate some of the existing on-ground aircraft and vehicular noise from one part of the airport to another. Aircraft run-ups will continue to occur in existing airport locations. 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 (under construction) (see Exhibit B6 of the Initial Study). 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. Therefore, the proposed project is consistent with Noise Element Goal 2.

In compliance with Objective 2.1, the Initial Study included information regarding both and existing future airport noise contours (see Exhibit B5 of the Initial Study).

*COMMUNITY NOISE CONTROL - GOAL 3. Construction, maintenance, and nuisance noise in residential and noise-sensitive land uses is reduced.*

*Objective 3.1. Ensure that noise-generating uses will not expose adjacent residential uses and other noise-sensitive land uses to noise levels that exceed the thresholds contained in the Noise Element and the City's adopted Noise Ordinance.*

The specific policies related to this goal and objective are not applicable to the proposed project.

Consistency: The proposed project is not located adjacent to any noise-sensitive land uses. Therefore, the proposed project is consistent with Noise Element Goal 3 and Objective 3.1.

*CITY OPERATIONS - GOAL 4. The quality of life in the community is improved through efforts on the part of the City to reduce noise impacts.*

*Objective 4.1. The City should participate in efforts to reduce noise impacts to both City employees and the community.*

The specific policies related to this goal and objective are not applicable to the proposed project.

Consistency: Since the Airport is not owned or operated by the City of Camarillo, this goal and objective, and related policies, are not applicable to the proposed project.

**Comment: The layout for the proposed hangars should be coordinated with the VCWPD to ensure that future improvements to the Camarillo Hills Drain open channel does not conflict with the proposed hangars.**

Response: Comment noted. The proposed hangar project does not involve new connections to the Camarillo Hills Drain. However, the VCWPD will review and approve a final drainage plan for the project. As discussed on page A-10 of the Initial Study, the County has a well-established set of procedures, project conditions, and permits that will be followed. Project conditions include the submission a drainage plan with hydrological and hydraulic calculations. 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 VCWPD.

**Comment: The proposed development will need to comply with the City's water conservation ordinance Chapter 14.12 of the Camarillo Municipal Code. A water impact study is also required.**

Response: Comment noted. As discussed on pages A-7 and B-7 of the Initial Study, water offsets, as required by the City's Water Conservation Ordinance No. 14.12 and any required low water use measures required by City Resolution No. 2015-10 (Ordinance No. 1117), will be identified in the project's water impact study. This study will need to demonstrate that the proposed project will not create a new demand on the City's water system. The proposed project's water use will be offset by replacing existing water fixtures (normal water flow volume urinals, toilets, and faucets) with low flow water use fixtures within other existing airport-maintained facilities.

**Comment: The easterly portion of the proposed project is within the City's fault rupture zone, which is a potentially significant impact. A fault investigation must therefore be included as a mitigation measure.**

Response: Both the County of Ventura's Initial Study Assessment Guidelines (ISAG) (2011) and policies of the City of Camarillo's General Plan Safety Element (2013) use the Alquist-Priolo Earthquake Fault Zone Map and the County of Ventura's Designated Fault Hazard Area as their thresholds of significance for potential fault rupture impacts (ISAG, page 80; City Safety Element, Policy SAF 2.2a, page 11-63). The entire Camarillo Airport, including the project site, is located outside of the fault zone areas shown on these maps (see Exhibit B3 of the Initial Study). Therefore, the determination of a Less than Significant Impact is warranted.

However, due to the potential for liquefaction and expansive soil hazards, a project-specific geologic/geotechnical report is required (see Mitigated Negative Declaration, Section C). In response to this comment, this mitigation measure requiring a geologic/geotechnical report has been revised to state that the required report will include an evaluation consistent with the *City of Camarillo Guidelines for the Preparation of Geotechnical and Geological Studies* (2008).

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

Received

JUL 28 2016

Dept. of Airports

July 25, 2016

Erin Powers
Ventura County Dept of Airports
555 Airport Way, Suite B
Ventura, CA 93010

Subject: Camarillo Airport Northeast Hangar Development
SCH#: 2016061051

Dear Erin Powers:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on July 22, 2016, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

# Document Details Report
## State Clearinghouse Data Base

**SCH#** 2016061051
**Project Title** Camarillo Airport Northeast Hangar Development
**Lead Agency** Ventura County

**Type** MND Mitigated Negative Declaration

**Description** The proposed project involves the development of up to 105 nested T-hangars and 13 executive box hangars to be constructed by the County in phases on open land in the northeast quadrant of the Camarillo Airport. Site access for the County-owned hangar area will occur via established on airport roads through airport security gates. Related improvements include taxi lane construction and utility and drainage infrastructure. Space is also reserved for two approximate 50,000 sf or four approximate 25,000 sf commercial hangars to be developed by a private entity in the future. The actual building dimensions and locations may vary depending on the future developers plan for the allowable lease area. These facilities will be subject to their own separate environmental review process.

### Lead Agency Contact

**Name** Erin Powers
**Agency** Ventura County Dept of Airports
**Phone** 805-388-4205 **Fax**
**email**
**Address** 555 Airport Way, Suite B
**City** Ventura **State** CA **Zip** 93010

### Project Location

**County** Ventura
**City** Camarillo
**Region**
**Lat / Long** 34° 12' 50" N / 119° 04' 23" W
**Cross Streets** Ventura Blvd/Las Posas Rd
**Parcel No.** 216-0-003-003;-016;-021;-022;-024
**Township** 2N **Range** 21W **Section** 34 **Base** Camarill

### Proximity to:

**Highways** 34; US 101
**Airports** Camarillo
**Railways** Amtrak
**Waterways** Revlon Slough
**Schools** Frontier HS; ACE Charter
**Land Use** Active airport/M-1, Light Manufacturing/Public

**Project Issues** Biological Resources; Geologic/Seismic; Schools/Universities; Traffic/Circulation; Other Issues

**Reviewing Agencies** Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 7; Air Resources Board; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission

**Date Received** 06/23/2016 **Start of Review** 06/23/2016 **End of Review** 07/22/2016



Note: Blanks in data fields result from insufficient information provided by lead agency.

**Commenter: Scott Morgan, Director, State Clearinghouse**

**Date: July 25, 2016**

**Comment: No state agencies submitted comments during the review period and the County has complied with State Clearinghouse review requirements for draft environmental documents, pursuant to the *California Environmental Quality Act*.**

Response: Comment noted. No further response is necessary.

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