DRAFT ENVIRONMENTAL ASSESSMENT

CAMARILLO AIRPORT
PROPOSED NORTHEAST HANGAR DEVELOPMENT

Ventura County, California

Prepared for:

COUNTY OF VENTURA
DEPARTMENT OF AIRPORTS

And

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
As lead Federal Agency pursuant to the *National Environmental Policy Act of 1969*

Prepared by:

Coffman Associates, Inc.
Phoenix, Arizona

March 2017

This environmental assessment becomes a Federal document when evaluated, signed and dated by the Responsible FAA Official.

_____ _____

Responsible FAA Official **Date**

GENERAL INFORMATION ABOUT THIS DOCUMENT

WHAT IS IN THIS DOCUMENT? This document contains a Draft Environmental Assessment (EA) for a proposed Northeast Hangar Development at Camarillo Airport in Ventura County, California. This document discloses the analysis and findings of the potential impacts of the Proposed Action and No Action alternatives.

BACKGROUND: The Proposed Action 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.

WHAT SHOULD YOU DO? Read the Draft EA on this proposed project and provide comments, if applicable. The document can be reviewed at the following locations:

Federal Aviation Administration (FAA) Los Angeles Airports District Office	15000 Aviation Boulevard Lawndale, CA 90261
County of Ventura Department of Airports	555 Airport Way, Suite B Camarillo, CA 93010
County of Ventura Planning Division	800 S. Victoria Avenue Ventura, CA 93009
City of Camarillo Public Library	4101 E. Las Posas Road Camarillo, CA 93010
Camarillo Airport website	http://www.ventura.org/airports/camarillo-airport

Anyone wishing to comment on the Draft EA may submit written comments to the following address:

County of Ventura Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010
Attn: Erin Powers, Project Administrator
erinpowers@ventura.org

The cutoff date for comment submission is not later than **5:00 PM – Pacific Daylight Time, April 28, 2017.** Please allow enough time for mailing. The County Department of Airports must **receive** the comments by the deadline, rather than the letter simply be postmarked by that date.

WHAT HAPPENS AFTER THIS? Under the *National Environmental Policy Act*, the County Department of Airports will prepare written responses to comments received on the adequacy of the information presented in the Draft EA and prepare a Final EA for transmittal to the FAA for review and approval. Following review of the Final EA, the FAA will either issue a Finding of No Significant Impact or decide to prepare a Federal Environmental Impact Statement.

Before including your name, address and telephone number, email, or other personal identifying information in your comment, be advised that your entire comment – including your personal identifying information – may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

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Ventura County, California

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For Proposed Northeast Hangar Development

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Chapter One
Purpose and Need

1.1 INTRODUCTION

Camarillo Airport (airport) is located on approximately 650 acres of property within the corporate limits of the City of Camarillo (City), California. The airport is three miles west/southwest of the City's central business district (**Exhibit 1A**). 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. Highway 101 and the City of Camarillo are linked to the east and north via Las Posas Road. Camarillo Airport is owned by the County of Ventura (County) and operated by the County of Ventura Department of Airports. The County is currently seeking to construct a hangar development project in the northeast portion of the airport.

This Environmental Assessment (EA) has been prepared pursuant to Section 102(2)(C) of the *National Environmental Policy Act of 1969* (NEPA) and President's Council of Environmental Quality (CEQ) Regulations (Title 40 Code of Federal Regulations [CFR] Parts 1500-1580). This EA has also been prepared in accordance with Federal Aviation Administration (FAA) Order 1050.1F, *Environmental Impacts: Policies and Procedures* (FAA 2015b) and FAA Order 5050.4B, *National Environmental Policy Act* (NEPA) *Implementing Instructions for Airport Actions* (FAA 2006).

FAA is the lead Federal agency to ensure compliance with NEPA for airport development actions. This EA will aid the FAA and the County in complying with various Federal environmental laws and regulations that are applicable to the Proposed Action.

This chapter provides background information on the airport, describes the Proposed Action including its purpose and need, lists associated Federal actions, discusses the schedule for project implementation, and outlines the EA's format. The project's scoping and agency coordination materials are located in **Appendix A**.

1.2 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 of Camarillo, the former 9,000-foot long runway was reduced to 6,013 feet to control noise and air pollution. The airport was reopened as a general aviation airport in 1976 (County of Ventura 2011a).

Camarillo Airport is classified as a Reliever airport by the *National Plan of Integrated Airport Systems (2017-2021)* (NPIAS) (FAA 2016b). An airport must be listed in the NPIAS to be eligible for Federal funding. According to the airport's 5010 Airport Master Record, updated April 25, 2016, the airport has 468 general aviation and corporate business aircraft, as well as 20 based helicopters and 30 ultralights. During the 12-month period ending on April 25, 2016, the airport experienced 136,510 total operations (GCR Inc. 2016). The airport is designated as a D-II (ultimate D-III) airport per FAA's Airport Reference Code.[1]

The following sections describe the current facilities at the airport.

1.2.1 Aviation Facilities

The airport has one runway available for use (**Exhibit 1B**). 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 (Taxiways A through E), as well as a terminal area parallel taxiway (Taxiway G). The airport contains an ultralight operating area and a helicopter training area. **Table 1A** summarizes details of the runway and its visual aids.

[1] An Airport Reference Code is a coding system that relates airport design criteria to the operation (Aircraft Approach Category) and the physical characteristics (Airplane Design Group) of the airplanes intended to operate at the airport.

Exhibit 1A
LOCATION MAP

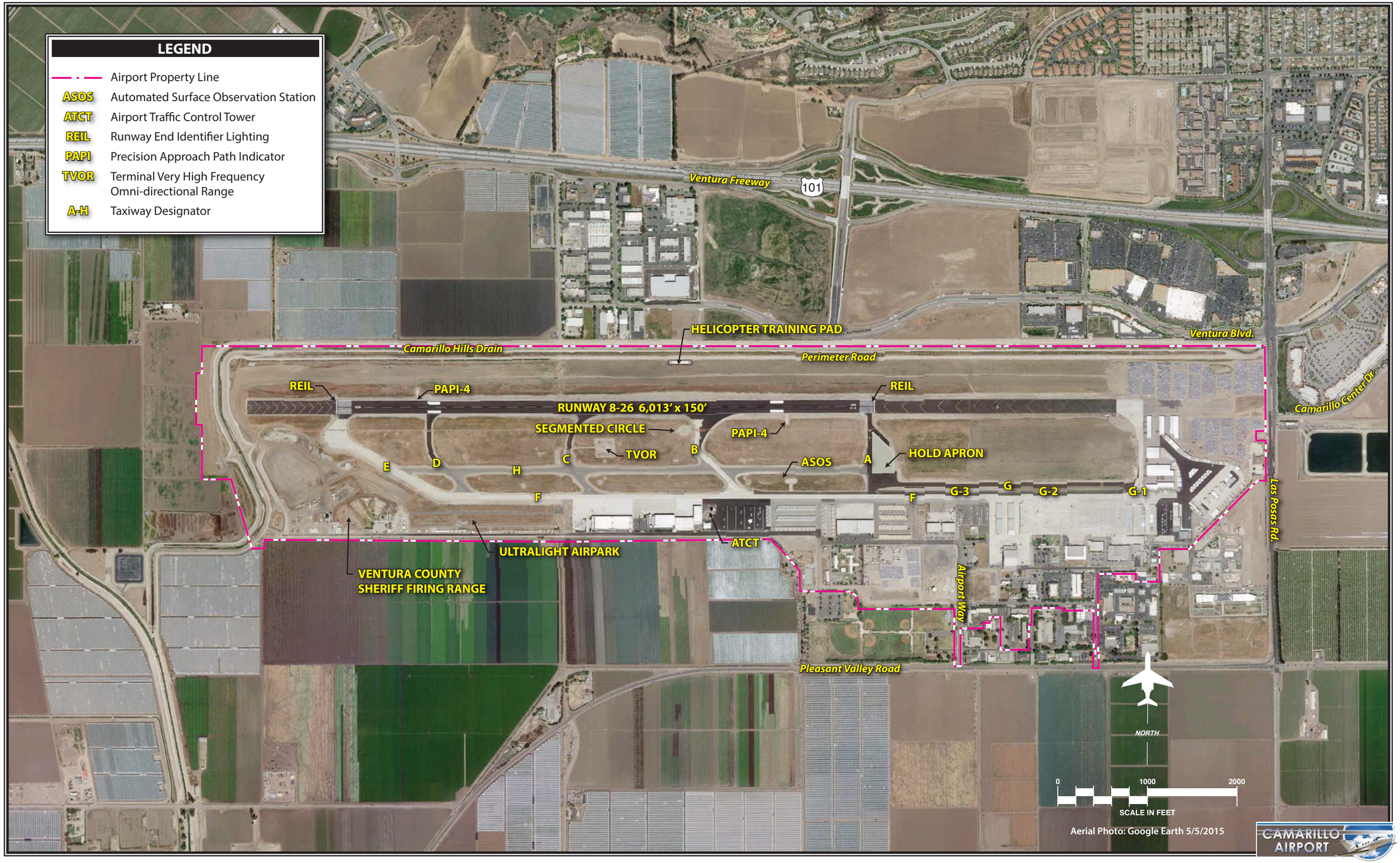


Exhibit 1B
EXISTING AIRFIELD FACILITIES

TABLE 1A
Airside Facility Data
Camarillo Airport

	Runway 8-26	
Length Width Surface Material	6,013 feet 150 feet Asphalt	
Load Bearing Strength	50,000 pounds (SWL) 80,000 pounds (DWL) 102,000 pounds (2SWL) 125,000 pounds (2DWL)	
Airport Reference Code	D-II (ultimate D-III)	
Approach Aids	**Runway 8** PAPI-4; REIL	**Runway 26** PAPI-4; REIL
Other Weather & Navigational Aids	ATCT; Rotating Beacon; Lighted Wind Cones; Segmented Circle; ASOS; Terminal VOR; RNAV (GPS)	
Pavement Edge Lighting	MIRL	
Pavement Markings	Non-Precision	
Elevation	76.8 feet above mean sea level	

Source(s): FAA 2016a. Digital Airport/Facility Directory, 10 Nov 2016 – 5 Jan 2017; County of Ventura Department of Airports 2015a, Airport Layout Plan, revalidated December 18.

SWL – Single Wheel Load-Bearing
DWL – Dual Wheel Load-Bearing
2SWL –Single Tandem Wheel Load-Bearing
2DWL –Dual Tandem Wheel Load-Bearing
PAPI - Precision Approach Path Indicators
REIL – Runway End Identifier Lights
ATCT – Air Traffic Control Tower
ASOS – Automated Surface Observation System
VOR – Very high Frequency Omni-directional Range
RNAV (GPS) - Runway Navigation (Global Positioning System)
MIRL – Medium Intensity Runway Lighting

The airport has four 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 box and T-hangars) - as well as the Commemorative Air Force storage hangars and museum. A County fire department building is located on the airport that functions as both a County off-airport facility and an aircraft rescue and firefighting (ARFF) facility. **Exhibit 1C** shows facilities on the eastern end of the airport.

1.2.2 Non-Aviation Facilities

The airport property north of Pleasant Valley Road between Airport Way and west of Convair Street is a mixed land-use area. Non-aviation uses occurring within this area of the airport include the County Airports Administrative Office, Way Point Café, Freedom Park BMX Raceway, County

Animal Shelter, and several office buildings along Willis Avenue. In addition, the proposed project area, located in the northeast corner of the airport, was used for short term automobile storage for the past year.

1.3 PROPOSED ACTION

The Proposed Action 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 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 1D**). 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 activities may include grubbing, grading, pouring of foundations, and construction of hangar facilities.

- Construction of taxilanes to join the proposed development to existing airfield pavements. Construction activities may include grubbing, grading, and asphalt or concrete paving.

- 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 activities may include trenching, installation of utility lines, backfill and compaction of trenches, and paving of trenches to match existing grade.

- Construction of a drainage collection system, including concrete valley gutters and storm drain pipe and catch basins. The project will include improvements to an existing detention area, as well as below-ground infiltration facilities. These infiltration facilities will ensure there will not be an increase in the discharge of water from the site as a result of the proposed improvements. Construction activities may include grading, trenching, installation of drainage lines and infiltration facilities, backfill and compaction of trenches, and paving to match existing grade.

- 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.

- Use of two staging areas and one haul road adjacent to the proposed development.

Space is reserved for either two (2) approximate 50,000-square foot 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.

Exhibit 1C
EXISTING EAST SIDE FACILITIES

EXISTING CHANNEL

EXISTING AIRPORT SERVICE ROAD

PROPOSED EDGE OF PAVEMENT

PROPOSED TAXILANE CENTERLINE, TYP

25'

33'

RESTROOM, TYP OF 3

HANGAR ROW A

HANGAR ROW B

HANGAR ROW C

HANGAR ROW D

HANGAR ROW E

HANGAR ROW F

HANGAR ROW G

65'

65'

50'

249' ±

111'

AIRPORT DEVELOPMENT

COMMERCIAL DEVELOPMENT

25'

75'

LAS POSAS ROAD

ULTIMATE RPZ (D-III)

HANGAR ROW H

TOFA

TOFA

TOFA

TOFA

TOFA

EXISTING TAXIWAY G1

Proposed Hangars

105 T-Hangars

13 Executive Box Hangars

Existing Hangars

Future Hangars (Commercial Development)

Proposed Pavement

N

150'

0 FEET 300'

Source: Mead & Hunt, Conceptual Plan, Version 8 (9-21-15)

CAMARILLO AIRPORT

Exhibit 1D

CONCEPTUAL DEVELOPMENT PLAN

A Preliminary Design Report has been prepared (Mead and Hunt 2015) that contains detailed information including pavement exhibits and design, a preliminary drainage report, a utility study, preliminary cost estimates, and a preliminary plan set of drawings. Information from this report is summarized below.

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 and a single executive box hangar at the southerly end of the hangar row. A single unisex restroom is 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 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 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 with a lap-seam type system (**Exhibit 1E**). Roof water will be collected in rain gutters, which will 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 heating, ventilation, and air conditioning (HVAC) 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 included analysis of the FAA 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 Action (Stantec 2015).

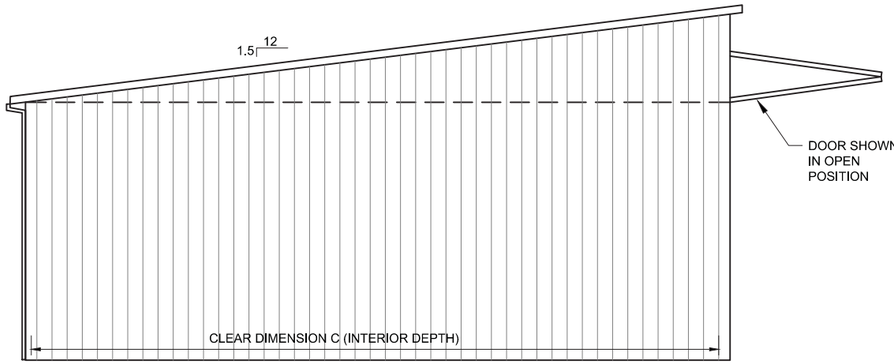
Exhibit 1F identifies four main pavement treatments for the project based on the assumed fleet mix and operations for each area. As shown on **Exhibit 1F**, all pavement segments include 12 inches of lime-treated subgrade to achieve the proper subgrade stability. In addition to the lime treatment, the 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 while compacting and moisture conditioning. Due to the existing ground elevations and the need for minimal slopes within the hangar development, it is estimated that between 8,500 and 11,000 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 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.

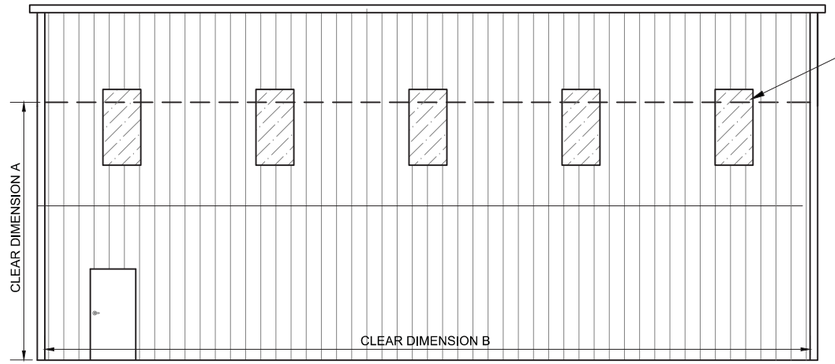
Preliminary Drainage Plans

The project site north of the runway overrun is primarily developed and ruderal land 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. 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.

The proposed project includes two below-ground infiltration basins sized to reduce the Proposed Action's maximum peak discharge to the existing 10-year storm event. The proposed drainage system 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 the infiltration/detention basins (shown on **Exhibit 1G**). Project Watersheds A and B will each require a detention basin. The detention basin for Project Watershed A will provide a detention volume of 6,610 cubic feet (cf) or 0.15 acre-feet; the detention basin for Project Watershed B will provide a detention volume of 12,044 cf (or 0.28 acre-feet) (**Exhibit 1G**). Project Watershed C will be reduced in size due to the development in the other two watersheds. A detention basin is not needed as part of this project within this area.

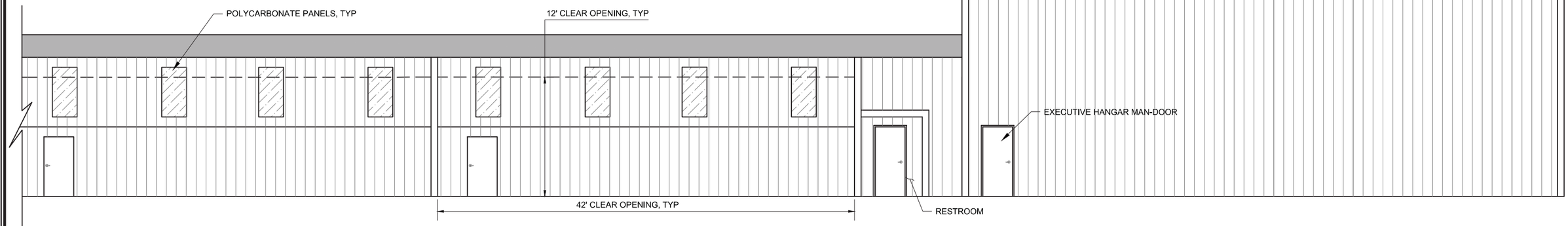


TYPICAL BOX HANGAR - SOUTH ELEVATION
NOT TO SCALE

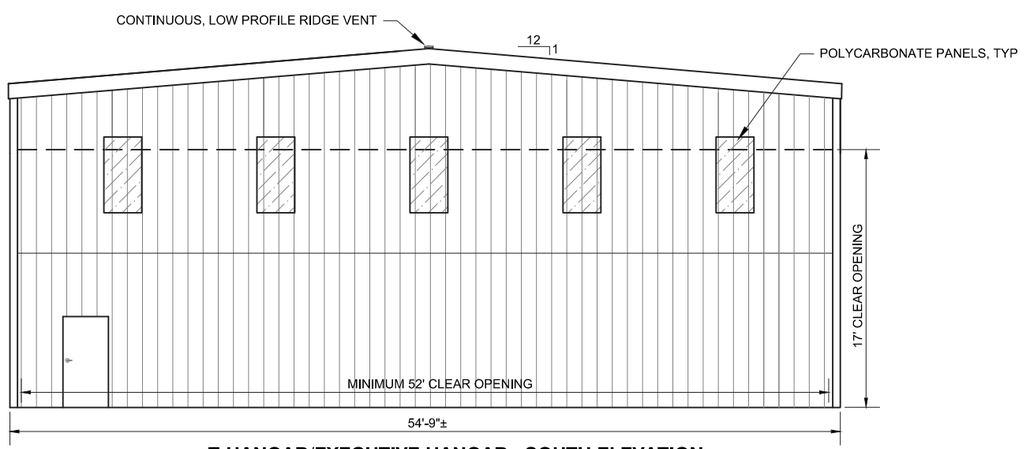


TYPICAL BOX HANGAR - EAST ELEVATION
NOT TO SCALE

OUTER 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"



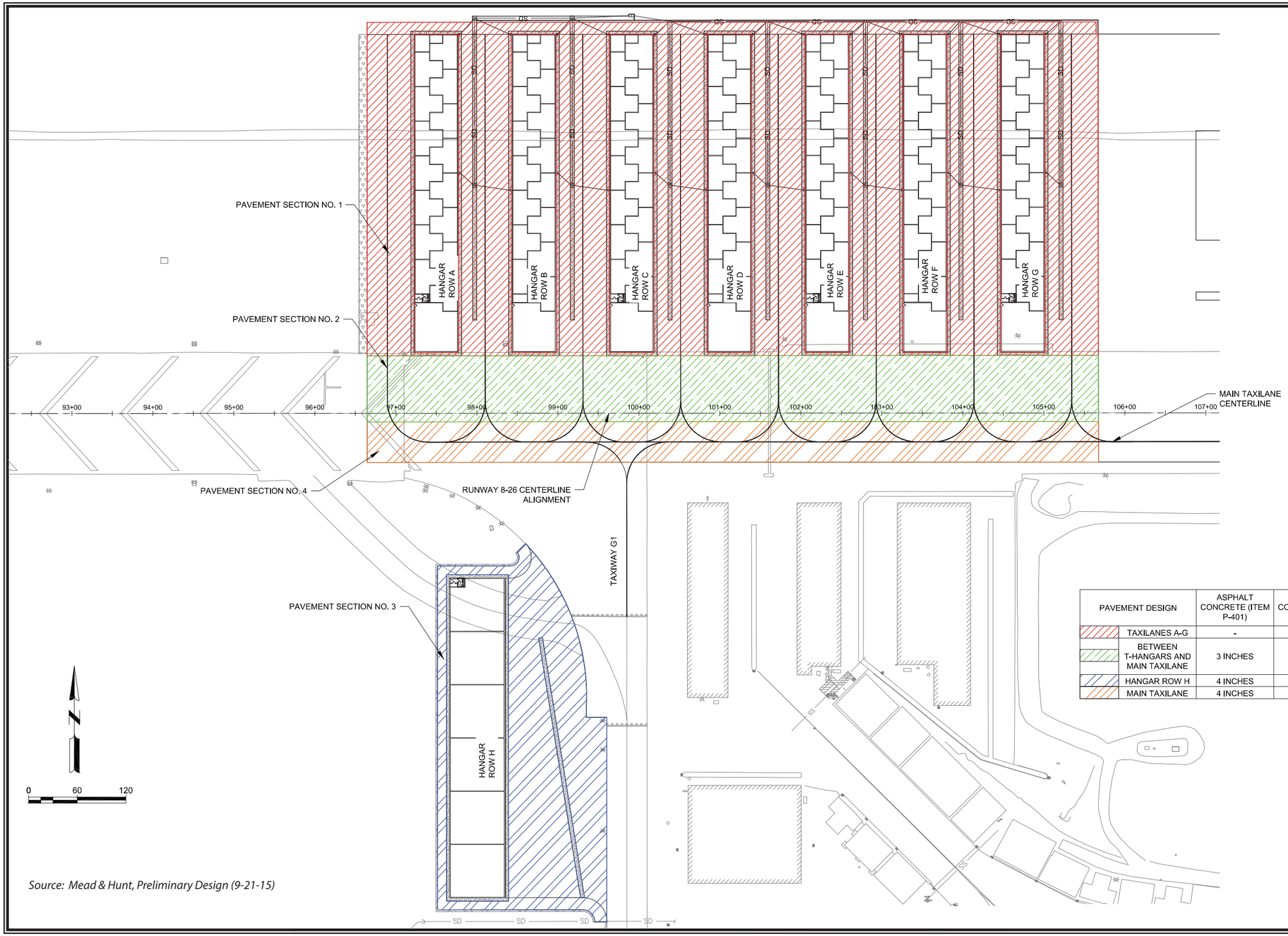
T-HANGAR/EXECUTIVE HANGAR - SOUTH ELEVATION
SCALE: 1" = 5'-0"

PRELIMINARY
NOT FOR CONSTRUCTION

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

CAMARILLO AIRPORT

Exhibit 1E
PROPOSED BUILDING ELEVATIONS



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 1F
PROPOSED PAVEMENT SECTIONS

PROPOSED
INFILTRATION /
DETENTION BASIN

A
10.16 AC

COMMERCIAL
DEVELOPMENT
(EXCLUDED)

RPZ LINE

B
14.79 AC

C
12.94 AC

PROPOSED
INFILTRATION BASIN

PROPOSED
INFILTRATION /
DETENTION BASIN

SD

LEGEND

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

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

N

SCALE: 1" = 200'

CAMARILLO AIRPORT

Exhibit 1G
PROPOSED POST-CONSTRUCTION HYDROLOGY

Table 1B shows the pre- and post-project peak flows for each watershed. The difference between the post-project peak flow and the maximum discharge from the detention basins represent the amount of water to be contained in each infiltration basin during each storm event. As shown, the maximum discharge from the basins equals the pre-project peak flow for the 10-year storm.

TABLE 1B
Hydrology and Discharge Summary
Camarillo Airport Northeast Hangar Development

Watershed	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

In summary, the proposed drainage design includes the following best management practices (BMPs) to improve water quality and mitigate potential water quality impacts caused by land development:

- Catch Basin Insert - The runoff from the northerly project site will be collected and conveyed through gutters and directed to inlets containing catch basin inserts. The catch basin inserts would pretreat the run-off by removing up to 80 percent of the total suspended solids (TSS) including trash, debris, and coarse sediment. Absorbent pouches can be included in the catch basin to remove floating oil and grease.

- Proprietary Infiltration[2] - The below-ground system will include an infiltration component with a maximum ponding depth of 1.38 feet. This infiltration system incorporates the use of proprietary subterranean tanks with two feet of cover and gives a combined infiltration

[2] The term "proprietary" refers to a system that is designed solely for the proposed project, rather than a pre-fabricated system. It is not one complete "off-the-shelf" item, but will be constructed using components that are individually designed and patented by their respective companies. The final design criteria will be established and detailed in the final contract documents, which will allow several manufacturers to bid on the project.

area of approximately 38,400 sf (15,400 sf for Project Watershed A and 23,000 sf for Project 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, as well as an overflow, should the infiltration elevation exceed the 1.38-foot ponding level.

Utility Connections

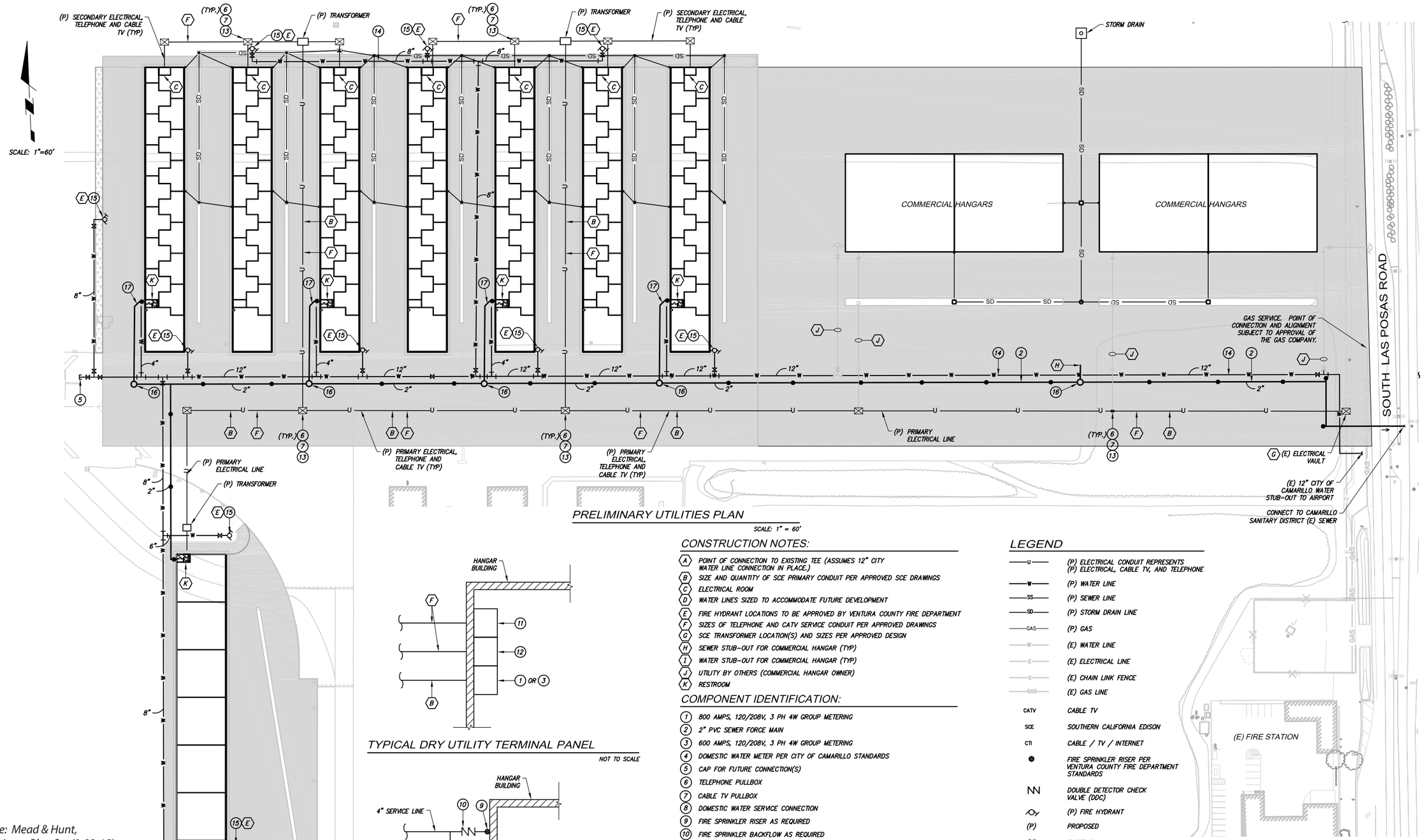
Proposed utility connections and infrastructure are shown in **Exhibit 1H** and are discussed in the following sections.

Water. The water purveyor at the airport is the City of Camarillo. The Proposed Action 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 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 the existing Fire Station 50 west of Las Posas Road. An alternative connection is available south of Fire Station 50.

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 pressure sewer basins to be located south of each restroom, as well as the commercial hangar building sites. 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)[3], 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.

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 necessary. Once completed, SCE will own the improvements up to, and including, the meter panels and meters. The primary electrical conduit will be located underneath the main taxilane and will contain an electrical line, as well as cable, telephone, and internet (CTI).

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

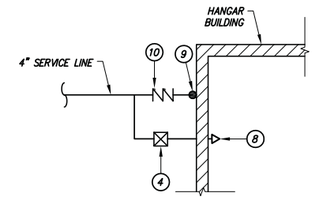


PRELIMINARY UTILITIES PLAN

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

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

CAMARILLO AIRPORT

Exhibit 1H
PROPOSED UTILITY CONNECTIONS

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 (Private) Development (Future Hangars)

Future commercial development may consist of large hangars for private entities. The Proposed Action 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 1D**) are for planning purposes only. Actual design 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 Action other than that required for limited grading to ensure drainage flows are contained properly and the utility connections described previously and shown on **Exhibit 1H**.

Project Phasing and Other Construction Information

The first phase of the Proposed Action 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 1D**). 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 Action 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 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 (between 8,500 and 11,000 cy). The

project 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 Action is shown in **Exhibit 1J** and includes the staging areas, the on-airport haul road, and proposed utility connections. A maximum of 12,125 lineal feet (lf) of trenching would be needed; a 15-foot wide construction corridor was assumed to be necessary. 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*. 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 the Obstruction Evaluation/Airport Airspace Analysis [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 be prepared and submitted to the County and FAA for review during final design.

1.4 PURPOSE AND NEED FOR THE PROPOSED ACTION

1.4.1 Sponsor Purpose and Need

The Proposed Action is to provide additional County-owned and commercial hangars at the airport. The purpose for additional County-owned hangars is to meet existing demand for hangar space at the airport and to accommodate the expansion of existing businesses.

The need for the Proposed Action is related to existing demand for hangar space. The County currently has a wait list of 130 people, and the approximate wait time is five to six years. In addition, there are seven people who have been on the County's wait list an average of ten years, but in some cases as long as 21 years, because they have aircraft that will not fit into the County's standard T-hangars. The size of hangars planned under the Proposed Action will accommodate these larger aircraft.

The purpose for additional commercial hangars is to accommodate increased aircraft storage needs, as well as to maximize an additional revenue source for the County. In order to maintain self-sustaining sources of revenue (Grant Assurance No. 24), the County needs to plan for ways to continue and augment its revenue stream and to provide a suitable range of FBO opportunities in keeping with aviation business trends. The development and lease of additional hangars would increase the Airport's revenue by an estimated 23 percent of the County Department of Airport's budget for Camarillo Airport.

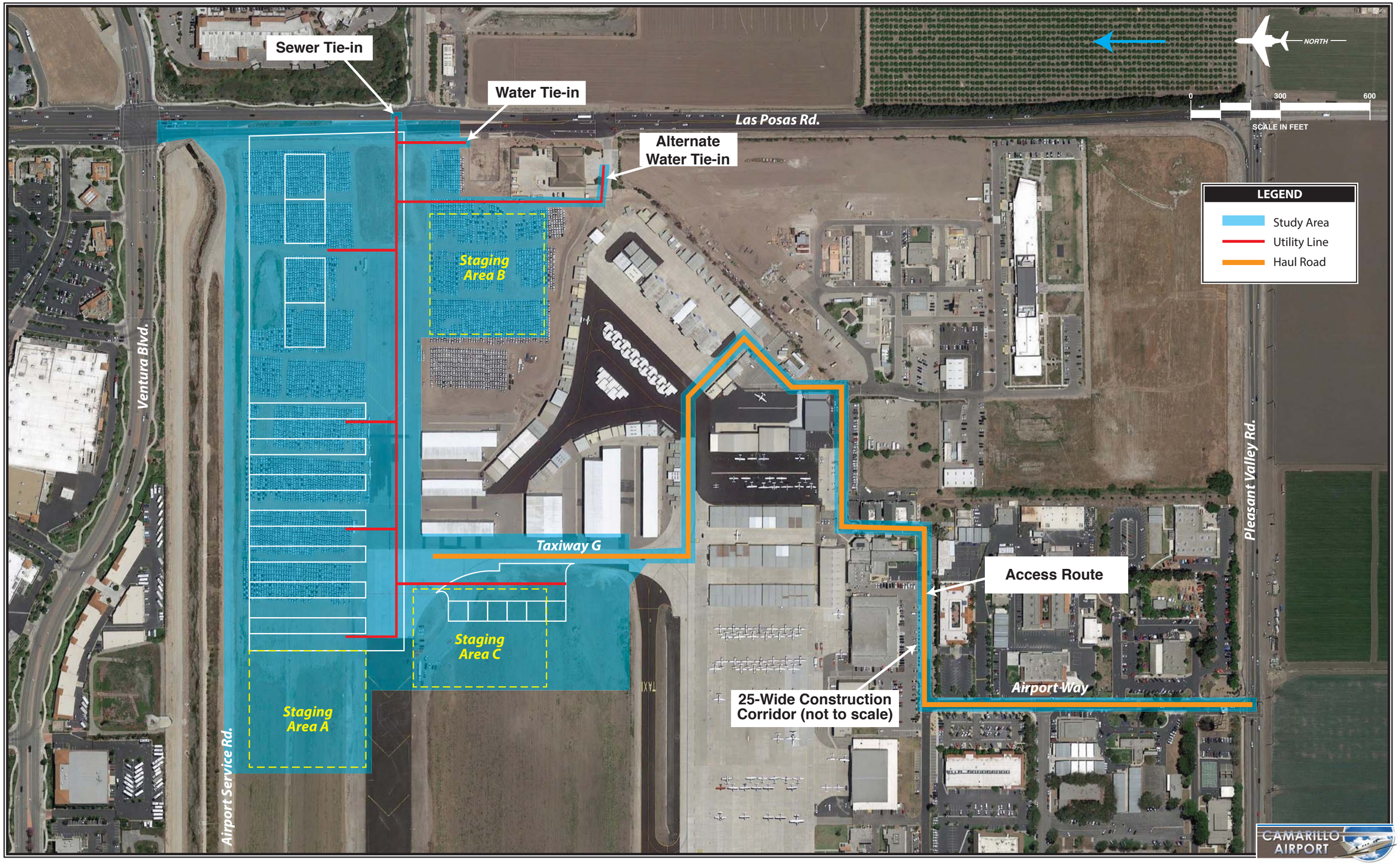


Exhibit 1J
PROJECT STUDY AREA

1.4.2 FAA Purpose and Need

FAA's statutory mission is to ensure the safe and efficient use of navigable airspace in the United States (U.S.). FAA must ensure that the Proposed Action does not derogate the safety of aircraft and airport operations at Camarillo Airport.

1.5 REQUESTED FEDERAL ACTIONS

The specific Federal actions that are requested include:

- Unconditional approval of that portion of the airport layout plan (ALP) that depicts the Proposed Action pursuant to Title 49 United States Code (USC) Sections 40103(b), 44718, and 47107(a)(16) and 14 CFR Part 77.

- Review of project design and approval of the CSPP to maintain aviation and airfield safety during construction pursuant to FAA AC 150/5370-2F.

- Determinations under 49 USC Sections 47106 and 47107 related to eligibility of the Proposed Action for Federal funding under the Airport Improvement Program (AIP).

1.6 IMPLEMENTATION SCHEDULE

An outline of the anticipated final design and construction schedule is as follows (contingent on FAA funding and grant timing) (**Table 1C**):

TABLE 1C
Tentative Project Schedule
Camarillo Airport Northeast Hangar Development

Activity	Begin Date	End Date
Final Design	February 1, 2016	June 1, 2017
Bidding/Grant and Contract Execution	June 1, 2017	July 21, 2017
Mobilization/Submittals and Building Permit	August 1, 2017	October 1, 2017
Taxilane Construction (excluding pavement), Utility Installation, Drainage Improvements, Hangar Foundation Construction	September 1, 2017	January 1, 2018
Hangar Fabrication and Delivery	November 15, 2017	January 1, 2018
Hangar and Pavement Construction	January 1, 2018	April 15, 2018
Project Completion	April 15, 2018	May 1, 2018

Source: Mead and Hunt 2016.

1.7 DOCUMENT ORGANIZATION

This EA evaluates the Proposed Action by organizing the information as follows:

- Chapter One, Purpose and Need describes the Proposed Action and outlines the purpose and need for the project;

- Chapter Two, Alternatives identifies alternatives to the Proposed Action and applies screening criteria to determine which alternatives should be carried forward for further environmental review;

- Chapter Three, Affected Environment is a discussion of existing land uses and environmental resources related to the airport, and more specifically, the project study area (**Exhibit 1J**);

- Chapter Four, Environmental Consequences and Mitigation analyzes potential impacts of the Proposed Action (and selected alternatives) and identifies any mitigation measures;

- Chapter Five, Coordination and Public Involvement summarizes the scoping and agency coordination for the project (see **Appendix A**);

- Chapter Six, List of Preparers contains a list of EA reviewers and preparers; and

- Chapter Seven, References provides references, the names of persons consulted, and websites used.

Following publication of a Draft EA, an official agency and public review and comment period will occur, subject to proper noticing requirements. The Final EA will include an appendix that documents the public involvement process and that contains all comments received during the official comment period. Written responses to these comments will be provided.

Chapter Two
Alternatives

2.1 INTRODUCTION

The objective of this alternatives analysis is to identify reasonable alternatives which accommodate the purpose and need for the Proposed Action as discussed in Chapter One. Once identified, each alternative is evaluated in terms of its ability to satisfy the objectives of the purpose and need for the project and its potential for an effect on the surrounding environment. The results of this evaluation are to determine which alternatives will be considered reasonable and practicable, thereby warranting further consideration. The alternatives under consideration are more closely evaluated in Chapter Four of this document.

Council on Environmental Quality (CEQ) regulations (Title 40 Code of Federal Regulations [CFR] Section 1502.14), regarding implementation of the *National Environmental Policy Act* (NEPA), require that Federal agencies perform the following tasks:

- Rigorously explore and objectively evaluate all reasonable alternatives and, for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated;
- Devote substantial treatment to each alternative considered in detail, including the Proposed Action, so that reviewers may evaluate their comparative merits;
- Include reasonable alternatives not within the jurisdiction of the lead agency; and
- Include the alternative of No Action.

As stated in Federal Aviation Administration (FAA) Order 1050.1F, *Environmental Impacts: Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act* (NEPA) *Implementing Instructions for Airport Actions*, alternatives can be eliminated from further consideration when the alternatives do not fulfill the purpose and need for the action or cannot be reasonably implemented. As discussed above, CEQ Section 1502.14(c) requires the evaluation of the No Action alternative regardless of whether it meets the stated purpose and need or is reasonable to implement.

2.2 ALTERNATIVES SCREENING PROCESS

The purpose of the Proposed Action (Section 1.4) is to provide additional County of Ventura (County) and commercial hangars at the Camarillo Airport (airport) to meet existing demand for hangar space and to accommodate the expansion of existing businesses, and to maximize additional revenue sources for the County. Based on the Proposed Action's purpose and need, a screening process was formulated for the alternatives under consideration.

The following criteria are consistent with FAA Order 5050.4B regarding the fulfillment of the project's purpose and need and were used when considering the alternatives:

- Would the alternative provide additional hangars at the airport?
- Would the alternative maximize additional revenue source for the County?

2.3 ALTERNATIVES CONSIDERED BUT ELIMINATED

2.3.1 Alternative Project Design

The 2011 Airport Master Plan (AMP) for the airport considered several alternative designs for hangar development in the project area. The recommended configuration was then placed on the Airport Layout Plan (ALP) and was approved by FAA on June 22, 2011. The approved design included two large conventional hangars east of Taxiway G-1 and two conventional hangars, four rows of nested T-hangars, and 19 executive box hangars in an east-west alignment north of the taxiway overrun. The conventional hangars were proposed as private investments with ground leases maintained with the County, while the executive box and T-hangars were proposed to be developed by the County. A total of 98 executive box and T-hangars were anticipated as an intermediate term project (County of Ventura 2011a, AMP, Exhibit 6C).

The currently proposed design has superseded this alternative design for the project area and provides for four conventional building sites for private commercial development nearer to Las Posas Road. The remainder of the proposed hangars are located in north-south rows, which allows for additional hangars (118 total units). The revised configuration has the advantage of not only providing more County-owned hangars and maximizing revenue source, but provides a more

attractive location for private development due to higher visibility from a public road and the possibility of future access from Las Posas Road.

Since the previously identified alternative design does not provide as many hangars or have as much revenue-producing potential when compared to the project as proposed, it has been eliminated from further consideration. On April 24, 2015, the ALP was revalidated by FAA to include the currently proposed hangar development design and its associated detention/infiltration basins.

2.3.2 Alternative Project Locations

The AMP also addressed alternative locations for future hangar development. The original development of the airport generally segregated airside and landside facilities, with the majority of the landside facilities situated east of Runway 8-26. Several fixed base operators are located directly on the flight line, and have used nearly all remaining flight line space. The only remaining suitable areas for hangar development are: on the west side of the airport where the ultralight airpark is now located; adjacent to the fuel farm located between Aviation Drive and Willis Avenue west of Eubanks Street; and on the northeast corner of the airport.

The ultralight park is a unique part of the airport located north of Aviation Drive and south of Taxiway F. The park offers a full, dedicated and paved 1,400-foot ultralight runway and is used by the Skyrider Ultralights School, which offers flight instruction in ultralight and light sport aircraft. Besides flight lessons, the school provides hangars that are available for ultralight and sport aircraft rental. This location has been eliminated from further consideration for hangar development since there are no plans to close the ultralight facility.

The area west of the fuel farm off Eubanks Street is also identified in the AMP (and on the ALP) as a place for future hangar development. The capital improvement program of the AMP includes the development of 50 T-hangars just west of the fuel farm in the long term planning horizon. This alternative location would require the reconfiguration of existing roads (i.e., Aviation Drive and Willis Avenue) to allow aircraft to access the hangars without creating a conflict with existing vehicular access. This location would not provide the airport with as many hangars as the Proposed Action and it would not maximize revenue due to the need for additional capital improvements. It has, therefore, been eliminated from further consideration in this Environmental Assessment (EA).

Due to a lack of alternative project locations that are viable and advantageous in meeting the Proposed Action's purpose and need, this alternative does not warrant further consideration.

2.4 ALTERNATIVES GIVEN FURTHER CONSIDERATION WITHIN THIS EA

2.4.1 Proposed Action Alternative

The Proposed Action alternative is described in detail in Section 1.3 and involves several related actions:

- Construction of up to 105 nested T-hangars and thirteen (13) executive box hangars to be developed by the County in phases. Construction activities may include grubbing, grading, pouring of foundations, and construction of hangar facilities.

- Construction of taxilanes to join the proposed development to existing airfield pavements. Construction activities may include grubbing, grading, and asphalt or concrete paving.

- 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 activities may include trenching, installation of utility lines, backfill and compaction of trenches, and paving of trenches to match existing grade.

- Construction of a drainage collection system, including concrete valley gutters and storm drain pipe and catch basins. The project will include improvements to an existing detention area, as well as below-ground infiltration facilities. These infiltration facilities will ensure there will not be an increase in the discharge of water from the site as a result of the proposed improvements. Construction activities may include grading, trenching, installation of drainage lines and infiltration facilities, backfill and compaction of trenches, and paving to match existing grade.

- Use of two staging areas and one haul road adjacent to the proposed development.

Overall, the Proposed Action will result in an increase of approximately 10.1 acres of impervious surfaces, located in two different watersheds within the 20-acre overall project area. During construction, between 8,500 and 11,000 cubic yards of fill material may be imported onto the project area. The project will also incorporate the reuse of existing asphalt surface and aggregate within the new shoulder base.

Space is reserved for 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.

2.4.2 No Action Alternative

Pursuant to 40 CFR 1502.14 (d), FAA Order 1050.1F, paragraph 6-2.1d, and FAA Order 5050.4B, paragraph 706(d), analysis of the No Action alternative is required. The No Action alternative considers maintaining the 20-acre project site in its present undeveloped condition. The No Action alternative will not result in future changes to the existing topography, drainage, or other environmental characteristics of the airport. The No Action alternative does not meet the purpose and need for the project.

2.5 SUMMARY OF THE ALTERNATIVES SCREENING PROCESS

When considering methods to address the construction of additional hangars at the airport, several alternatives have been considered, including the Proposed Action and the No Action alternatives. Other alternatives, such as alternative design within the proposed 20-acre site and other locations for hangars on the airport have been considered, but eliminated from further consideration because they do not meet the project's purpose and need. All alternatives have been assessed using the two-step alternative screening process described in Section 2.2. A summary of this screening process is provided in **Table 2A**.

The Proposed Action alternative satisfied both criteria contained in the screening process; therefore, it is carried forward for evaluation in Chapter Four of this EA. This alternative fully meets the project's stated purpose and need. The No Action alternative will be carried into Chapter 4 of the EA, as required by 40 CFR 1502.14(d).

TABLE 2A
Summary of Alternatives Screening Process
Camarillo Airport

Alternative	*Does the alternative meet these criteria?*		
	Step 1 (if No, STOP)	Step 2 (if No, STOP)	Retain for analysis?
Alternatives Eliminated from Further Consideration			
Alternative Site Design	Yes	No	No
Alternative Project Locations	Yes	No	No
Alternatives Carried Forward for Further Analysis			
Proposed Action	Yes	Yes	Yes
No Action Alternative	No*		Yes*

Steps:
1. Would the alternative provide additional hangars at the airport?
2. Would the alternative maximize additional revenue source for the County?

* CEQ Section 1502.14(c) requires the evaluation of the No Action alternative regardless of whether it meets the stated purpose and need or is reasonable to implement.

2.6 PERMITS, LICENSES, AND APPROVALS REQUIRED

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). The United States Environmental Protection Agency (USEPA) has delegated permit authority under the CWA to the California State Water Resources Board. For Camarillo, this program is administered by the Los Angeles Regional Water Quality Control Board (RWQCB). 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. No new connections to the Camarillo Hills Drain or the Pleasant Valley Road Drain are proposed.

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 (see **Appendix A**, memorandum dated September 4, 2015, from the County of Ventura Public Works Agency).

Since Ventura County is in nonattainment for Federal ozone standards, the State of California is required to prepare State Implementation Plans (SIPs) to meet Federal air quality standards. The Ventura County Air Pollution Control District (APCD) is the local agency responsible for implementation of measures required in a local Air Quality Management Plan, which is the basis for meeting the State's SIPs for the region. The Ventura County APCD has determined that the project's air quality impacts will be below the applicable thresholds for significant impacts to regional air quality (see **Appendix A**, letter dated September 15, 2015). However, the project will be required to comply with all APCD Rules and Regulations as a condition of the County approval process. County approvals will include the aforementioned Zoning Clearance for Use Inauguration, site plan checks, grading plan approvals, and building inspections. For example, the proposed site plan and all improvements for the hangar development 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.

2.7 LISTING OF APPLICABLE FEDERAL LAWS AND REGULATIONS

Table 2B includes a list of Federal statutes, executive orders, regulations, FAA and Federal Department of Transportation (DOT) orders, and FAA advisory circulars (ACs) considered in the development of the alternatives evaluation and the preparation of this EA.

TABLE 2B
List of Applicable Federal Laws and Regulations
Camarillo Airport

Federal Laws and Statutes
Airport and Airway Improvement Act of 1982, as amended (P.L. 97-248; 43 CFR §2640)
Airport and Airway Revenue Act of 1987 (P.L. 100-223, Title IV)
Archaeological and Historic Data Preservation Act of 1974 (P.L. 86-253, as amended by P.L. 93-291, 16 USC §469)
Aviation Safety and Capacity Expansion Act of 1990 (P.L. 101-508, as amended)
Aviation Safety and Noise Abatement Act of 1979 (P.L. 96-193; 49 USC App. 2101)
Clean Air Act of 1977 (as amended) (42 USC §§7409 et seq.)
Comprehensive Environmental Response, Compensation, and Liability Act (42 USC §9601; P.L. 96-510)
Endangered Species Act of 1973 (P.L. 85-624; 16 USC §§661, 664 note, 1008 note)
FAA Modernization and Reform Act of 2012 (P.L. 112-95)
Farmland Protection Policy Act (P.L. 97-98; 7 CFR Part 658)
Federal Water Pollution Control Act Amendments for 1972, Section 404 (33 USC §1344; P.L. 92-500), as amended by the *Clean Water Act of 1977* (33 USC §1251; P.L. 95-217)
National Environmental Policy Act of 1969 (NEPA) (P.L. 91-190; 42 USC §§4321 et seq.)
National Historic Preservation Act of 1966, Section 106, (16 USC §470[f]; P.L. 89-665)
Noise Control Act of 1972 (P.L. 92-574; 42 USC §4901)
Policy on lands, wildlife and waterfowl refuges, and historic sites (49 USC §303 [formerly known as Section 4(f) of the *Department of Transportation Act of 1966*])
Resource Conservation and Recovery Act of 1976 (42 USC §§6901, et seq.; P.L. 94-580, as amended by the *Solid Waste Disposal Act of 1980* [P.L. 96-482]; and the 1984 Hazardous and Solid Waste Amendments [P.L. 98-616]
Subtitle VII, Title 49, USC – "Aviation Programs" (§§40101 et seq.) recodified from, and formerly known as, the "*Federal Aviation Act of 1958*" as amended (P.L. 85-726)
Transportation, Treasury, Housing and Urban Development, The Judiciary, The District of Columbia, and Independent Agencies Appropriations Act of 2006 (P.L. 109-115)
Executive Orders
Executive Order 11296, *Flood Hazard Evaluation Guidelines*
Executive Order 11514, *Protection and Enhancement of Environmental Quality* (dated March 4, 1970)
Executive Order 11593, *Protection and enhancement of the Cultural Environment* (dated May 13, 1971)
Executive Order 11988, *Floodplain Management* (43 FR 6030) and U.S. DOT Order 5650.2 – *Floodplain Management and Protection* (dated April 23, 1979)
Executive Order 11990, *Protection of Wetlands* and Order DOT 5660.1A, *Preservation of the Nation's Wetlands* (dated August 24, 1978)
Executive Order 12898, *Federal Actions Address Environmental Justice in Minority Populations and Low Income Populations*
Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks (*62 FR 19883)
Executive Order 13112, *Invasive Species*
President's 1979 Environmental Message Directive on Wild and Scenic Rivers (dated August 2, 1979)
Federal Regulations
7 CFR Part 657 (43 FR 4030, January 31, 1978), *Prime and Unique Farmlands*
14 CFR Part 150, *Airport Noise Compatibility Planning*
14 CFR Part 151, *Federal Aid to Airport*
14 CFR Part 152, *Airport Aid Program*
36 CFR Part 800 (39 FR 3365, January 25, 1974, and 51 FR 31115, September 2, 1986), *Protection of Historic Properties*
40 CFR Parts 1500-1508, *CEQ implementation of NEPA procedural provisions, establishes uniform procedures, terminology, and standards for implementing the procedural requirements of NEPA's section 102(2)*
49 CFR Part 24 (March 2, 1989), *Uniform Relocation Assistance and Real Property Acquisition for Federal and Federally Assisted Programs*

TABLE 2B (Continued)
List of Applicable Federal Laws and Regulations
Camarillo Airport

FAA/U.S. Department of Transportation Orders
DOT Order 5610.1C, *Procedures for Considering Environmental Impacts* (44 FR 56420, October 1, 1979), Change 1 (July 13, 1982), and Change 2 (July 30, 1985)
DOT Order 5610.2A, *Environmental Justice* (77 FR 27534)
DOT Order 5660.1A, *Preservation of the Nation's Wetlands*
FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*
FAA Order 5050.4B, *National Environmental Policy Act Implementing Instructions for Airport Actions*
FAA Order 5100.38D, *Airport Improvement Program* (AIP) *Handbook*
FAA Advisory Circulars
AC 150/5020-1, *Noise Control and Compatibility Planning for Airports*
AC 150/5300-13A, *Airport Design*
AC 150/5370-10G, *Standards for Specifying Construction of Airports*

Notes:
AC - Advisory Circular
CEQ - Council on Environmental Quality
CFR - Code of Federal Regulations
DOT - U.S. Department of Transportation
FAA - Federal Aviation Administration
FR - Federal Register
NEPA - National Environmental Policy Act
P.L. - Public Law
USC - United States Code

Chapter Three
Affected Environment

3.1 INTRODUCTION

The purpose of this chapter is to identify or highlight important background information that describes the existing environment at Camarillo Airport (airport) and its environs. The baseline year for identifying existing conditions in this chapter is generally 2015.

The project study area for the analysis contained in this Environmental Assessment (EA) is comprised of the portions of the airport that would be either permanently or temporarily affected by the project. It includes haul roads and staging areas, as well as the area of actual construction (refer to **Exhibit 1J**).

The study area used to assess potential cumulative impacts is an approximate six-square mile area surrounding the airport. It is located partly within an unincorporated portion of the County of Ventura (County) and partly within the City of Camarillo (City) (refer to Section 3.8). However, some resource categories, such as water and air quality, are broader in scope. For example, air quality impacts in this EA are discussed in the context of the entire County. When the study area for cumulative impacts is larger than the study area defined in this paragraph, the cumulative impact study area is specified within the analysis contained in Chapter Four.

3.2 LAND USE

3.2.1 Existing Land Use

The project area is located on approximately 20 acres in the northeast quadrant of the Camarillo Airport. The site itself has been disturbed by previous airport development and maintenance activities such as mowing. In recent months, the project area has also been used for the storage of cars. Vegetation is sparse and all areas have been previously graded.

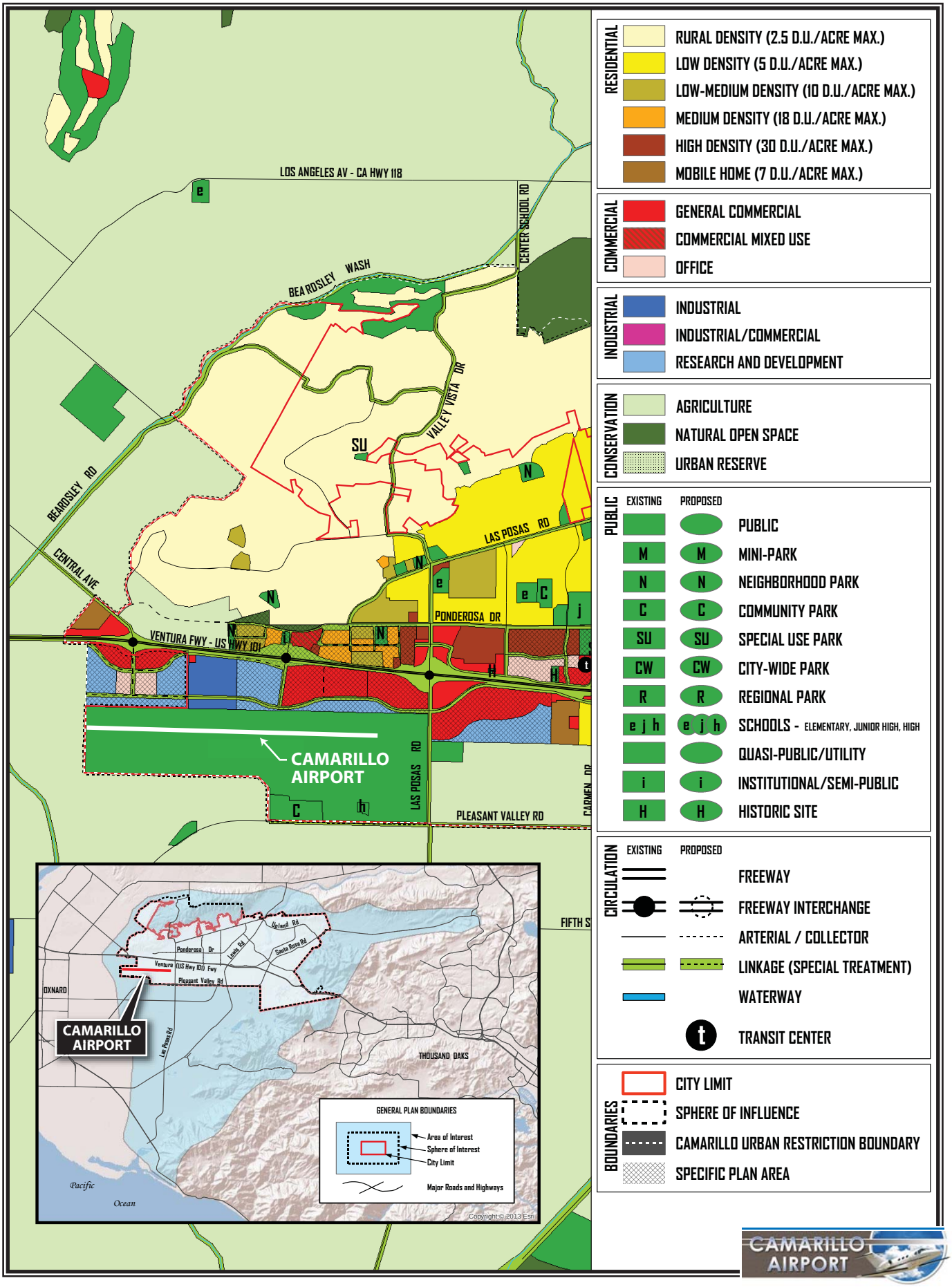
Land uses adjacent, or in proximity, to the project area include an airport perimeter road, a flood control levee, and the Camarillo Hills Drain to the north. Farther north, on the other side of the Camarillo Hills Drain is commercial and light industrial development along Ventura Boulevard. East of the project area across Las Posas Road is a retail commercial area known as The Promenade and an agricultural field. Two large water holding ponds are also located east of the airport and the project site.

To the south and west of the project site are other areas of the airport. Refer to **Exhibits 1B** and **1C**, which identify some of the specific types of on-airport land uses. Immediately south of the project site is County Fire Station No. 50 and a hangar/taxilane complex. Immediately southwest of the project site is an overrun associated with the Runway 26 end, as well as its existing and ultimate runway protection zones (RPZs).

3.2.2 General Plan and Zoning

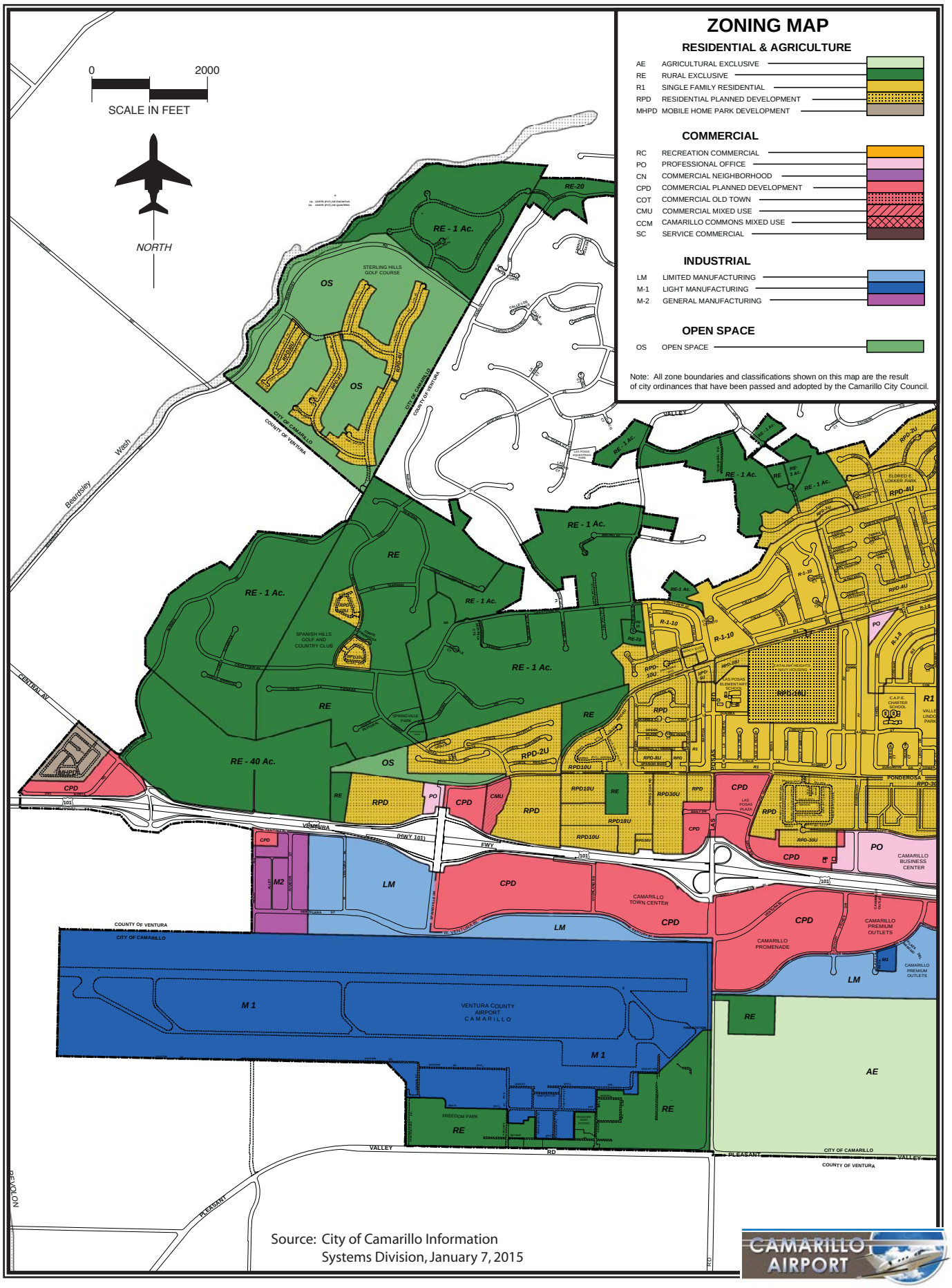
The County General Plan Land Use Map (South Half) shows the airport as Urban within the City of Camarillo. Unincorporated County areas to the west and south designated as Agriculture (40 acres minimum) (County of Ventura 2015c). The City of Camarillo's General Plan and zoning maps for the area surrounding the project site are shown in **Exhibits 3A** and **3B**, respectively (City of Camarillo 2015a; City of Camarillo 2015c). The airport is designated by the City as Public, with Agriculture designated to the south, east and west; north of the airport is a combination of Commercial, Research and Development, Industrial, and Office designations that are part of the Airport North Specific Plan Area. A mixed use area located south of the airport on the north side of Pleasant Valley Road is also designated as Public. In addition, there is one Community Park and one High School designated on the General Plan map within this mixed-use area.

The airport is zoned by the City as M-1, Light Manufacturing with the off-airport portion of the mixed-use area located on the north side of Pleasant Valley Road zoned Rural Exclusive (RE). Areas east and north of the airport are zoned Agriculture Exclusive (AE), Commercial Planned Development (CPD), or Limited Manufacturing (LM) and reflect the existing land uses discussed above in Section 3.2.1.



Source: City of Camarillo, Department of Community Development, 1/2015

Exhibit 3A
CITY OF CAMARILLO GENERAL PLAN MAP



Source: City of Camarillo Information Systems Division, January 7, 2015

CAMARILLO AIRPORT

Exhibit 3B
CITY OF CAMARILLO ZONING MAP

3.2.3 Airport Master Plan

An Airport Master Plan (AMP) was prepared in July 2011 that showed hangar development (in a slightly different configuration than is currently proposed) within the project area. This hangar development in the northeast corner of the airport included up to 20 executive box hangars and four rows of nested T-hangars with associated taxilanes and apron. These improvements were planned for the intermediate term (i.e., years 6-10) of the AMP capital improvement program. The planned northeast hangar development also included four large commercial hangars proposed as private investments with ground leases maintained with the County.

3.3 DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f) RESOURCES

Section 4(f) of the *Department of Transportation Act of 1966* (Title 49 United States Code [USC] Section 303) protects against the direct or indirect loss of publicly owned parks and recreation areas due to federally funded transportation projects. It protects against loss of publicly owned wildlife and waterfowl refuges, and significant historic sites as well. There are no Section 4(f) lands within the proposed project site boundaries. The closest Section 4(f) lands to the proposed hangar development site is Freedom Park, located over 0.5 mile to the southwest on the other side of the airport.

In addition, there are no lands at the airport that have been granted to the County under Section 6(f) of the *Land and Water Conservation Fund Act*. This act provides funds for buying or developing public use recreational lands through grants to local and state governments.

3.4 HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

According to the United States Environmental Protection Agency's (USEPA) EJScreen website (USEPA 2015a) and the California Department of Toxic Substances Control (DTSC) EnviroStor website (DTSC 2017), the airport does not contain any areas listed as active Superfund or Brownfield sites. There are also no sites within the City, or on or near the airport, on the DTSC's Cortese List, which identifies sites located within the State's hazardous waste and substances clean-up program (DTSC 2015a).

The airport has two fuel farms with aboveground storage tanks. These tanks are not located within the proposed project site area. Airport operations and fixed base operators handle hazardous materials and wastes in accordance with their individual permits and conditions. Hazardous waste is collected separately and disposed at facilities approved to handle hazardous materials.

Existing solid waste in the Camarillo area is generally collected and disposed of by E.J. Harrison and Sons via the Gold Coast Recycling and Transfer Station in Ventura. A second transfer station close to the airport is the Del Norte Regional Recycling and Transfer Station in Oxnard. Refuse

incapable of being recycled is then hauled to County landfills (i.e., the Simi Valley Landfill & Recycling Center [SVLRC] or the Toland Road Sanitary Landfill). In addition, Ventura County's Integrated Waste Management Division (IWMD) enforces recyclable construction material provisions as part of its building permit process, as well as diversion requirements for green materials such as wood waste and vegetation removal.

The Simi Valley Landfill is a fully permitted non-hazardous municipal solid waste landfill and recycling facility that provides approximately 60 percent of Ventura County's daily refuse disposal needs. The SVLRC is permitted to accept up to 3,000 tons per day of refuse and can accept 6,250 tons of recyclable materials (Waste Management 2015). As of April 3, 2012, the landfill had a remaining capacity of 119,600,000 cubic yards (cy); its "cease operation" date is listed as January 31, 2052 (CalRecycle 2015a).

The Toland Road Sanitary Landfill is located in Santa Paula and is operated by the Ventura Regional Sanitation District (VRSD). It accepts only non-hazardous wastes from residents in the Santa Clara Valley and commercial loads processed through a Ventura County transfer station or materials recycling facility (VRSD 2015). As of June 1, 2006, the Toland Road Sanitary Landfill had a remaining capacity of 21,983,000 cy; its "cease operation" date is listed as May 31, 2027 (CalRecycle 2015b).

The airport's onsite aircraft rescue and firefighting (ARFF) station is a hazardous materials response station. The airport also has procedures outlined in its storm water pollution prevention program (SWPPP) to address chemical or fuel spills. The airport's fuel farms are required to maintain a spill prevention, control, and countermeasure (SPCC) Plan.

3.5 VISUAL EFFECTS

Lighting

Light emissions from the airport come from several sources:

- Medium intensity runway edge lights (MIRL)
- Medium intensity taxiway edge lights (MITL)
- Precision approach path indicator (PAPI) lights
- Runway end indicator lights (REILs)
- Medium intensity approach lighting system (MALS) and MALS with runway alignment indicator lights (MALSR)
- Lighted airfield signs
- Airport beacon
- Airside and landside building and parking lot security lighting

When the air traffic control tower (ATCT) is closed, the airfield lights are turned off. A pilot-controlled lighting system is in place so pilots can turn on the airfield lights from their aircraft radio transmitter.

As previously discussed in Section 3.2.1, existing land uses surrounding the airport are primarily light industrial, commercial, or agriculture and are not sensitive to airport lighting.

Visual Resources

According to the City's General Plan - Community Design Element (Element), both Pleasant Valley Road and Las Posas Road where they border the airport are identified by the City as scenic corridors. The Element contains policies intended to enhance existing view corridors and maintain the visual quality and scenic views along these roadways (Objective SC-1.1) and to "ensure that development is sited and designed to blend man-made and man-introduced features with the natural environment" (Objective SC-1.2) (City of Camarillo 2012). Existing views from these corridors encompass agricultural fields, light industrial and commercial development, and the airport itself. Long distance views are available of the Los Posas Hills (to the north and east) and the Santa Monica Mountains (to the south).

3.6 NOISE AND COMPATIBLE LAND USE

Exhibit 3C depicts land uses in the vicinity of the airport and identifies noise-sensitive receptors.[1] There are no residential neighborhoods within 0.5 mile of the proposed project area. However, the mixed-use area, located approximately 0.25 mile from the project area to the south of the airport, contains several noise-sensitive land uses such as a public high school (Frontier High School), a charter high school (Architecture, Construction, and Engineering [ACE] Charter High School), and a place of worship (Harbor Lighthouse Church). In addition, a mental health residential care facility is currently under construction at 333 Skyway Drive. Another church (Crossroads Community Church) is located approximately 0.5 mile east from the project site within the Camarillo Premium Outlet mall.

[1] Noise-sensitive receptors are generally residences, places of worship, hospitals and health care facilities, and educational facilities. Places of worship are defined as permanently established facilities intended solely for use as places of worship and not meant to be converted to other potential uses. For a hospital/health care facility to be considered noise-sensitive, it must provide for overnight stays or provide for longer recovery periods, where rest and relaxation are key considerations for use of the facility. Also, school facilities that only provide temporary or short term instruction and training are not considered noise-sensitive for environmental assessments.

As part of the AMP, 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).[2] As can be seen in **Exhibit 3D**, the airport's 65 decibel (dB) CNEL noise exposure remains on airport property, except for where it extends past the Camarillo Hills Drain over open space and portions of several light industrial/office buildings located along Verdulera Street.

Although the AMP 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 April 25, 2016 were 136,510 (GCR Inc. 2016), while those reported for the AMP's base year of 2007 were 139,948 (Ventura County 2011a). While changes in the fleet mix may have occurred since 2007, the aircraft operating today at the airport are quieter overall due to changes in technology and the phasing out of Stage I and II (noisier planes) by the Federal government.

3.7 NATURAL AND CULTURAL ENVIRONMENT

3.7.1 Air Quality

The airport is located in South Central Coast air basin, which is managed by the Ventura County Air Pollution Control District (APCD). This area is in nonattainment for Federal 8-hour ozone standard (Serious) under the National Ambient Air Quality Standards (NAAQS) (as of February 13, 2017; the County is also in nonattainment of State ozone and particulate matter (PM_{10}) (USEPA 2017; CARB 2016) (**Exhibit 3E**).

3.7.2 Biological Resources

The project area is approximately 70 feet (ft) above mean sea level (msl) with relatively flat topography and little native vegetation. On August 27, 2015, field biologists conducted a reconnaissance of the project area and adjacent areas within approximately 250 ft of the project area. This resulted in a total Biological Study Area (BSA) of 47.3 acres. The resultant survey report is incorporated into this EA by reference. As shown in **Exhibit 3F**, 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 disced regularly. Grasses observed dominating this community include rip-gut brome and soft chess, as well as a significant component of wild oats, barley, crab grass, and salt grass. Other plant species identified within this habitat type include

[2] In California, CNEL is used in place of Day-Night Average Sound Level (DNL). DNL accounts for increased sensitivity to noise at night (10:00 PM to 7:00 AM) and is the metric preferred by certain Federal agencies as an appropriate measure of cumulative noise exposure. In California, these agencies accept the use of CNEL which, in addition to nighttime sensitivities, also accounts for increased sensitivities during the evening hours (7:00 p.m. to 10:00 PM).

NOISE SENSITIVE LAND USES IN VICINITY OF CAMARILLO AIRPORT

SCHOOLS

1. Embry Riddle
2. Frontier High School
3. Gateway Community School
4. Oxnard Adult School
5. Phoenix School
6. Regional Occupational Program
7. ACE Charter High School

PLACES OF WORSHIP

8. Harbor Lighthouse Church
9. Crossroads Community Church

MEDICAL FACILITY

10. Mental Health Residential Care Facility (under construction)

PUBLIC AGENCIES

1. Ventura County Office of Education
2. Ventura County Animal Regulation
3. Ventura County Fire Department
4. Ventura County Probation Agency

Source: www.ventura.org/camarillo-airport/business-park-businesses

Ventura Freeway
101
Ventura Blvd.
Camarillo Center Dr.
Perimeter Road
Las Posas Rd.
Pleasant Valley Road
Freedom Park
Camarillo Sanitary District Pump Station No. 3

LEGEND

- Airport Property Line
- Project Study Area
- Business Park
- Commercial

NORTH

0 600 1,200

SCALE IN FEET

Photo: Google Earth 5/2/15

CAMARILLO AIRPORT

Exhibit 3C
EXISTING LAND USE IN PROXIMITY TO PROJECT

EXISTING NOISE CONTOURS

Verdulera Street
Ventura Blvd.
Camarillo Hills Drain
Perimeter Road
65
70
75
75
RUNWAY 8-26 6,013' x 150'
8
26
65 75 70
NORTH

ULTIMATE NOISE CONTOURS

0 800 1600
SCALE IN FEET

Verdulera Street
Ventura Blvd.
Camarillo Hills Drain
Perimeter Road
65
70
75
75
RUNWAY 8-26 6,013' x 150'
8
26
65 75 70

LEGEND

- Existing Airport Property Line
- Noise Contours

CAMARILLO AIRPORT

Source: Camarillo Airport Master Plan, 2011

Exhibit 3D
EXISTING (2009) AND FUTURE (2028)
NOISE CONTOURS

Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards[1]		National Standards[2]		
		Concentration[3]	Method[4]	Primary[3,5]	Secondary[3,6]	Method[7]
Ozone (O_3)	1 Hour	0.09 ppm (180 µg/m^3)	Ultraviolet Photometry	—	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m^3)		0.075 ppm (147 µg/m^3)		
Respirable Particulate Matter (PM10)[8]	24 Hour	50 µg/m^3	Gravimetric or Beta Attenuation	150 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m^3		—		
Fine Particulate Matter (PM2.5)[8]	24 Hour	—	—	35 µg/m^3	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m^3	Gravimetric or Beta Attenuation	12.0 µg/m^3	15 µg/m^3	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m^3)	Non-Dispersive Infrared Photometry (NDIR)	35 ppm (40 mg/m^3)	—	Non-Dispersive Infrared Photometry (NDIR)
	8 Hour	9.0 ppm (10 mg/m^3)		9 ppm (10 mg/m^3)	—	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m^3)		—	—	
Nitrogen Dioxide (NO_2)[9]	1 Hour	0.18 ppm (339 µg/m^3)	Gas Phase Chemiluminescence	100 ppb (188 g/m^3)	—	Gas Phase Chemiluminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m^3)		0.053 ppm (100 µg/m^3)	Same as Primary Standard	
Sulfur Dioxide (SO_2)[10]	1 Hour	0.25 ppm (655 µg/m^3)	Ultraviolet Fluorescence	75 ppb (196 g/m^3)	—	Ultraviolet Flourescence; Spectrophotometry (Pararosaniline Method)
	3 Hour	—		—	0.5 ppm (1300 µg/m^3)	
	24 Hour	0.04 ppm (105 µg/m^3)		0.14 ppm (for certain areas)[10]	—	
	Annual Arithmetic Mean	—		0.030 ppm (for certain areas)[10]	—	
Lead[11,12]	30 Day Average	1.5 µg/m^3	Atomic Absorption	—	—	High Volume Sampler and Atomic Absorption
	Calendar Quarter	—		1.5 µg/m^3 (for certain areas)[12]	Same as Primary Standard	
	Rolling 3-Month Average	—		0.15 µg/m^3		
Visibility Reducing Particles[13]	8 Hour	See footnote 13	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m^3	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m^3)	Ultraviolet Fluorescence			
Vinyl Chloride[11]	24 Hour	0.01 ppm (26 µg/m^3)	Gas Chromatography			

Source: California Air Resources Board 2013

Exhibit 3E

CALIFORNIA AND FEDERAL AMBIENT AIR QUALITY STANDARDS

1. California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, and particulate matter (PM10, PM2.5, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.

2. National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM10, the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM2.5, the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard. Contact the U.S. EPA for further clarification and current national policies.

3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.

4. Any equivalent measurement method which can be shown to the satisfaction of the ARB to give equivalent results at or near the level of the air quality standard may be used.

5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.

6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.

7. Reference method as described by the U.S. EPA. An “equivalent method” of measurement may be used but must have a “consistent relationship to the reference method” and must be approved by the U.S. EPA.

8. On December 14, 2012, the national annual PM2.5 primary standard was lowered from 15 g/m^3 to 12.0 g/m^3. The existing national 24-hour PM2.5 standards (primary and secondary) were retained at 35 g/m^3, as was the annual secondary standard of 15 g/m^3. The existing 24-hour PM10 standards (primary and secondary) of 150 g/m^3 also were retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.

9. To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national 1-hour standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the national 1-hour standard to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.

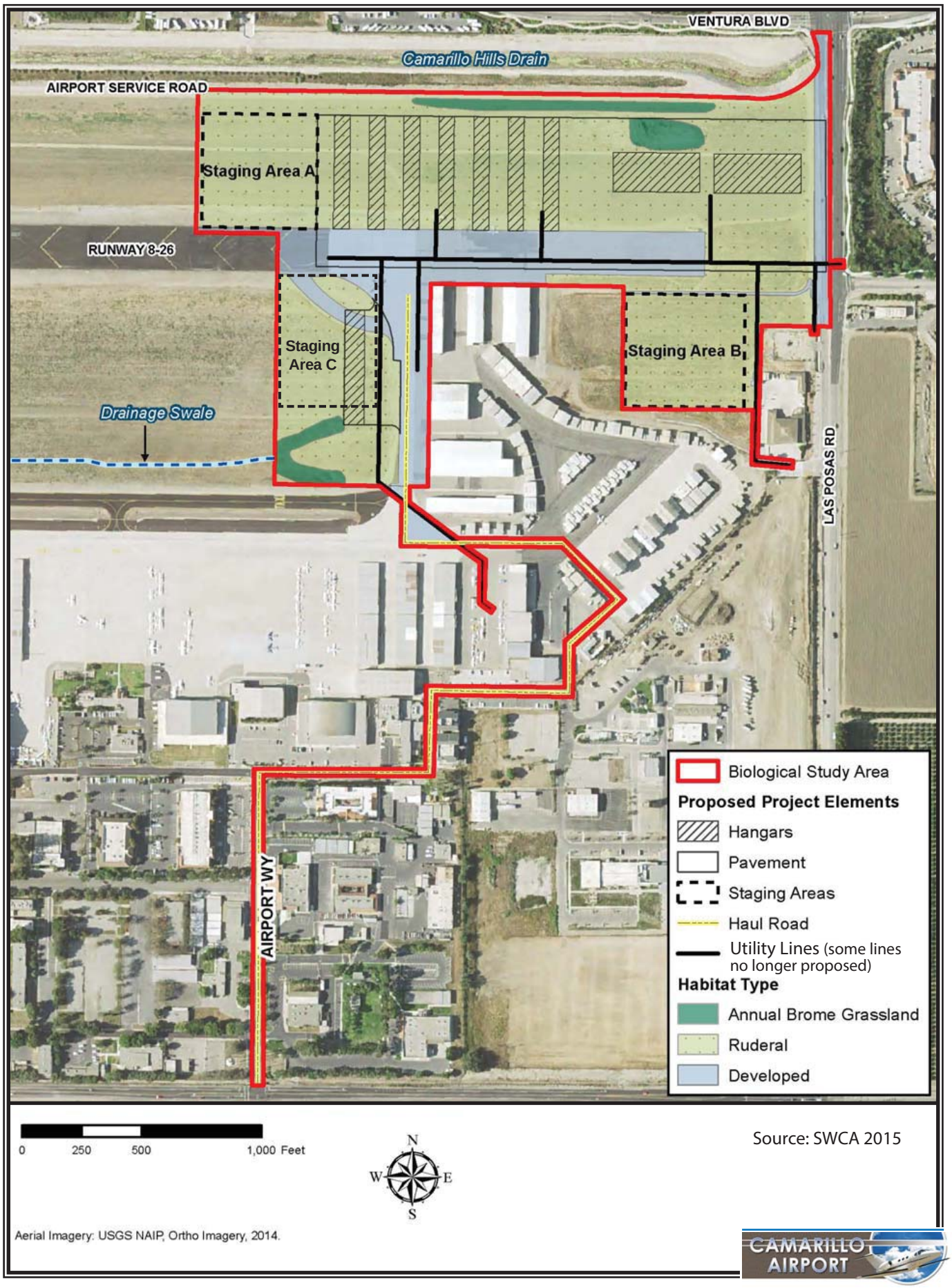
10. On June 2, 2010, a new 1-hour SO_2 standard was established and the existing 24-hour and annual primary standards were revoked. To attain the 1-hour national standard, the 3-year average of the annual 99th percentile of the 1-hour daily maximum concentrations at each site must not exceed 75 ppb. The 1971 SO_2 national standards (24-hour and annual) remain in effect until one year after an area is designated for the 2010 standard, except that in areas designated nonattainment for the 1971 standards, the 1971 standards remain in effect until implementation plans to attain or maintain the 2010 standards are approved.

    Note that the 1-hour national standard is in units of parts per billion (ppb). California standards are in units of parts per million (ppm). To directly compare the 1-hour national standard to the California standard the units can be converted to ppm. In this case, the national standard of 75 ppb is identical to 0.075 ppm.

11. The ARB has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

12. The national standard for lead was revised on October 15, 2008 to a rolling 3-month average. The 1978 lead standard (1.5 g/m^3 as a quarterly average) remains in effect until one year after an area is designated for the 2008 standard, except that in areas designated nonattainment for the 1978 standard, the 1978 standard remains in effect until implementation plans to attain or maintain the 2008 standard are approved.

13. In 1989, the ARB converted both the general statewide 10-mile visibility standard and the Lake Tahoe 30-mile visibility standard to instrumental equivalents, which are "extinction of 0.23 per kilometer" and "extinction of 0.07 per kilometer" for the statewide and Lake Tahoe Air Basin standards, respectively.



CAMARILLO AIRPORT

Exhibit 3F
HABITAT WITHIN THE PROJECT AREA

tumble weed, bird's foot trefoil, five horn bassia, bindweed, black mustard, alkali mallow, tumble pigweed, Russian knapweed, and short-pod mustard.

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. Bird species, such as European house sparrow, Brewer's blackbird, common raven, house finch, and northern mockingbird, were observed utilizing the developed habitat for foraging. In addition, some of these species (i.e., house finch and Brewer's blackbird) may use the buildings and hangars for nesting.

Table 3A identifies 11 federally listed plant or wildlife species that have a potential to occur within the general project area. As shown in the table, it is unlikely for any of these species to occur within the BSA and surrounding vicinity due to a lack of suitable habitat conditions or known occurrences. In addition, no wetlands, water features, or designated critical habitat are present within the BSA.

TABLE 3A
Federally Listed Species Investigated for Potential Occurrence
Camarillo Airport Northeast Hangar Development

Species Name	Habitat and Distribution[1]	Federal Legal Status	Potential for Occurrence within BSA
Flowering Plants			
marsh sandwort (*Arenaria paludicola)*	A perennial herb that occurs in marshes and swamps at elevations of 33-558 ft msl.	Endangered	None. No suitable habitat present or occurrences within BSA.
spreading Navarretia (*Naverretia fossalis*)	An annual herb that occurs in chenopod scrub, marshes and swamps, playas, and vernal pools at elevations of 100-2,150 ft msl.	Threatened	None. No suitable habitat present or occurrences within BSA.
California Orcutt grass (*Orcuttia californica* var. *californica)*	An annual herb that occurs in vernal pools at elevations of 50-2,165 ft msl.	Endangered	None. No suitable habitat present or occurrences within BSA.
Gambel's watercress (*Rorippa gambellii*)	A rhizomatous herb that occurs in marshes and swamps with fresh or brackish water at elevations of 10-164 ft msl.	Endangered	None. No suitable habitat present or occurrences within BSA.

TABLE 3A (Continued)
Federally Listed Species Investigated for Potential Occurrence
Camarillo Airport Northeast Hangar Development

Species Name	Habitat and Distribution[1]	Federal Legal Status	Potential for Occurrence within BSA
Branchiopods			
vernal pool fairy shrimp (*Branchinecta lynchi*)	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.	Threatened	None. No suitable vernal pool habitat present within BSA.
Riverside fairy shrimp (*Streptocephalus woottoni*)	Seasonal pools filled by winter/spring rains. Hatch in warm water later in season.	Endangered	None. No suitable aquatic habitat present within BSA.
Amphibians			
California red-legged frog (Rana draytonii*)*	Aquatic habitats with little or no flow and surface water depths to at least 2-3 ft. Presence of fairly sturdy underwater supports, such as cattails.	Threatened	None. No suitable aquatic habitat present within BSA.
Birds			
marbled murrelet (*Brachyramphus marmoratus*)	Offshore or near-shore aquatic environments near coniferous forests.	Threatened	None. No suitable habitat present within BSA.
southwestern willow flycatcher (*Empidonax traillii extimus*)	Riparian woodlands of southern California with habitat patches at least 0.25 acres in size and at least 30 ft wide.	Endangered	None. No suitable habitat present within BSA.
coastal California gnatcatcher (*Polioptila californica californica*)	Permanent resident in coastal sage scrub habitats of southern California, typically below 2,500 ft msl.	Threatened	None. No suitable habitat present within BSA.
least Bell's vireo (*Vireo bellii pusillus*)	Low riparian areas in the vicinity of water or in dry river bottoms below 2,000 ft msl. Nests along the margins of bushes or twigs of willow, Baccharis or mesquite.	Endangered	None. No suitable habitat present within BSA.

Source: SWCA 2016
[1] Habitat and distribution data provided by California Natural Diversity Database.
BSA = Biological Study Area; ft = feet; msl = mean sea level

Birds protected by the *Migratory Bird Treaty Act* (MBTA) may nest and/or forage within the BSA, including burrowing owl, California horned lark, and northern harrier. Both burrowing owl and California horned lark are identified by the United States Fish and Wildlife Service (USFWS) as Birds of Conservation Concern (BCC), meaning that they are migratory, non-game birds that, without additional conservation actions, are likely to become candidates for listing under the ESA. Burrowing owl and northern harrier are also protected by State law as Species of Special Concern.

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; however, the

burrowing owl may use the BSA for foraging during the winter months. The burrowing owl prefers open grasslands, prairies, and occasionally open areas such as vacant lots. It spends the majority of time on the ground or on low perches and nests in abandoned burrows, such as prairie dog, ground squirrels, fox, or woodchuck burrows.

California horned lark 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. Northern harrier was observed during the field survey and foraging habitat is present within the BSA. Suitable nesting substrate (i.e., shrubby vegetation) for northern harrier is not present within the BSA.

3.7.3 Climate

Increasing concentrations of greenhouse gases (GHGs) in the atmosphere affect global climate (IPCC 2014; U.S. Global Change Research Program 2009). Scientific measurements show that Earth's climate is warming, with concurrent impacts including warmer air temperatures, increased sea level rise, increased storm activity, and an increased intensity in precipitation events. This climate change due to GHG emissions, while a global phenomenon, can also have local impacts.[3]

Research has also shown that there is a direct correlation between fuel combustion and GHG emissions. GHGs from anthropogenic (man-made) sources include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). CO_2 is the most important anthropogenic GHG because it is a long-lived gas that remains in the atmosphere for up to 100 years.

The International Panel on Climate Change (IPCC) estimates that aviation accounted for 4.1 percent of global transportation GHG emissions. In the U.S., EPA data indicates that commercial aviation contributed 6.6 percent of total CO_2 emissions in 2013, compared with other sources, including the remainder of the transportation sector (20.7 percent), industry (28.2 percent), commercial (16.9 percent), residential (16.9 percent), agricultural (9.7 percent), and U.S. territories (0.05 percent) (USEPA 2015b). Scientific research is ongoing to better understand climate change, including any incremental atmospheric impacts that may be caused by aviation.

At the local level, the County maintains a website that provides information regarding climate protection measures and a program that helps County businesses and commercial property owners interested in installing energy-efficiency improvements to obtain low-cost financing (CaliforniaFIRST). Improvements that qualify for the program include renewable energy generation

[3] As explained by the EPA, "greenhouse gases, once emitted, become well mixed in the atmosphere, meaning U.S. emissions can affect not only the U.S. population and environment but other regions of the world as well; likewise, emissions in other countries can affect the United States." USEPA, Climate Change Division, Office of Atmospheric Programs, 2009.

(such as solar photovoltaics and wind turbines), energy efficiency projects, and water conservation measures. The County's *Climate Protection Plan* contains strategies to reduce GHG emissions 15 percent by 2020 (County of Ventura 2015b).

3.7.4 Coastal Resources

Camarillo Airport is not within the California Coastal Zone, which is approximately five miles to the west. The project area itself is approximately eight miles from the Pacific Ocean at its closest point.

3.7.5 Farmlands

According to the U.S. Department of Agriculture, Natural Resources Conservation Service (USDA-NRCS) Web Soil Survey (2015), the soils within the project study area are Camarillo loam. A small portion of Hueneme sandy loam is in one of the designated staging areas in the northwest corner of the project site. Camarillo loam is rated as Farmland of statewide importance, while Hueneme sandy loam is Prime farmland, if irrigated and drained.

The project area is not currently farmed or irrigated. The California Department of Conservation's (2014) Important Farmland Map shows the entire airport as Urban and Built-Up Land.

3.7.6 Historical, Architectural, Archaeological, and Cultural Resources

In support of this EA, a cultural resource records search and intensive pedestrian field survey of the project study area were conducted in August 2015 to determine the presence or lack of cultural resources. No cultural resources were identified within or adjacent to the project area. Based on the information contained in the cultural resource survey, FAA determined there are no historic properties located within the proposed project's Area of Potential Effect (APE). Therefore, the FAA finds the proposed undertaking will not affect any historic properties listed or eligible for listing in the National Register of Historic Places.

The State Historic Preservation Office was notified of FAA's determination on November 9, 2016. SHPO concurred with FAA's determination and finding on December 13, 2016 (**Appendix A**). FAA also contacted the following three federally recognized tribes in the area by letter on October 6, 2016: Barbareno/Ventureno Band of Mission Indians; Coastal Band of the Chumash Nation; and Santa Ynez Band of Mission Indians. No tribes requested consultation or provided information regarding tribal cultural resources.

3.7.7 Natural Resources and Energy Supply

The airport receives natural gas and electricity from local providers, The Gas Company and Southern California Edison, respectively. In addition, the airport has two different fuel farms containing a total of 12 fuel tanks. There are no fuel farms located on the project site.

Water at the airport is supplied by the City of Camarillo; water tie-ins are located immediately south of the project site. The City's water supply is obtained from both local groundwater sources and imported water sources. Approximately 50 percent of the water comes from three local groundwater wells. The City's imported water is obtained from the Metropolitan Water District of Southern California and is purveyed to the City by the Calleguas Municipal Water District. Several other water companies provide water service to portions of Camarillo, such as the Camrosa Water District, Crestview Mutual Water Company and the Pleasant Valley Mutual Water Company (City of Camarillo 2015b).

The City of Camarillo is currently under a Stage 1 condition with respect to water conservation measures in response to recent changes in the availability of water from northern California. The City's Water Conservation Ordinance No. 14.12, Exhibit A contains Stage 1 water restrictions intended to reduce overall water use by 10 percent (City of Camarillo website 2017).

3.7.8 Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

Population

Population estimates (2015) for the City, County, and the State by the U.S. Census Bureau's American Community Survey (ACS) are presented in **Table 3B**. As shown in the table, approximately 8 percent of the County's population lives in Camarillo; the City's total population in 2015 was 66,445. Roughly 18 percent of the population in Camarillo is from a minority race; the minority percentage in the County and the State overall is approximately 17 percent and 35 percent, respectively. Approximately 25 percent of the population in Camarillo consider themselves Hispanic compared to 42 percent Countywide.

TABLE 3B
Population Characteristics (2015)
City of Camarillo, Ventura County, and State of California

Characteristic	City of Camarillo	Ventura County	State of California
Total Population	66,445	840,833	38,421,464
Race Alone or in Combination with other races[1]			
White	81.6%	82.6%	65.5%
Black or African American	3.1%	2.5%	7.1%
American Indian and Alaska Native	1.2%	1.8%	1.9%
Asian	12.9%	8.9%	15.6%
Hawaiian/Pacific Islander	0.6%	0.5%	0.8%
Other	6.5%	8.2%	14.1%
Hispanic (of any race)	25.0%	41.6%	38.4%

Source: U.S. Department of Commerce 2015c. U.S. Census Bureau website: DP05, ACS Demographic and Housing Estimates, 2011-2015 American Community Survey 5-Year Estimates.

[1] The six percentages may add to more than 100 percent because individuals may report more than one race.

Table 3C summarizes economic characteristics from the American Community Survey's 5-year estimates for Camarillo, the County, and the State. As can be seen in this table, Camarillo has higher median household and per capita income than the County or State. It also has a lower percentage of families living below the poverty level and a lower unemployment rate than either the County or the State.

TABLE 3C
Economic Characteristics (2015)
City of Camarillo, Ventura County, and State of California

Characteristic	City of Camarillo	Ventura County	State of California
Median Household Income	$88,152	$77,348	$61,818
Families Below the Poverty Level	4.0%	7.9%	12.2%
Per Capita Income	$39,889	$33,435	$30,318
Unemployment (Civilian labor force)	6.9%	8.6%	9.9%

Source: U.S. Department of Commerce 2015b. U.S. Census Bureau website: DP03, Selected Economic Characteristics, 2011-2015 American Community Survey 5-Year Estimates.

Environmental Justice

Executive Order (E.O.) 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, and the accompanying Presidential Memorandum, as well as U.S. Department of Transportation (DOT) Order 5610.2, *Environmental Justice*, require FAA to provide for meaningful public involvement by minority and low income populations. These orders address potential impacts on these populations that may be disproportionately high and

adverse. The airport is located within Census Tract (C.T.) 1 of Ventura County (2010 U.S. Census). **Exhibit 3G** shows 2015 planning estimates for minority and low income populations within C.T. 1 (U.S. Department of Commerce 2015a). Based on this information, minorities comprise approximately 48 percent of the C.T. 1 population, while low income residents constitute approximately five percent of C.T. 1. However, there are no residences in proximity to the airport, which is surrounded by businesses and agricultural lands.

Children's Environmental Health and Safety Risks

Although there are no residences in proximity to the airport, there are several schools and a park located within the airport's business park on the south side of the airport. Refer to Sections 3.3 and 3.6 for additional discussion of existing parks and schools as well as **Exhibit 3C**.

Surface Transportation and Traffic

Regional access in the vicinity of the airport occurs on U.S. Highway 101 via Las Posas Road and Pleasant Valley Road, both of which border the airport. **Table 3D** shows daily traffic on roadways in proximity to the airport using 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 level of service (LOS)[4] D in the vicinity of the airport; Sturgis and Wood Roads each operate at an acceptable LOS (i.e., LOS C). Las Posas Road is a two-lane road south of Pleasant Valley Road and a four-lane road north of Pleasant Valley Road. North of Pleasant Valley Road, Las Posas Road operates at a LOS C.[5]

The intersections of State Route (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 AM peak hour was LOS A; in the PM 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 Public Works Agency 2014a). In addition, based on PM peak hour turning

[4] The LOS designation of a roadway or an intersection indicates whether the capacity is adequate to handle the volume of traffic using the facility. LOS "A" indicates excellent service level, with minimal stacking of vehicles, while LOS "F" describes densely congested conditions.

[5] Both Las Posas Road and Pleasant Valley Road are designated by the City as Primary Arterial Streets. 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). The City's Circulation Element (2014) Policy 1.2.6 states that the City should maintain a LOS C or better on all streets and intersections, although "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."

movement counts taken by the City of Camarillo, the Las Posas Road/Pleasant Valley Road intersection operates at LOS A in the AM peak hour and LOS B in the PM peak hour (M. Heredia, Engineering Technician (Traffic), email communication).

TABLE 3D
Traffic Characteristics on Roadways
In Proximity to Camarillo Airport

Location	2015 Average Daily Trips (ADT)
Pleasant Valley Rd. west of Las Posas Rd.	20,000
Pleasant Valley Rd. west of Airport Way	20,000
Sturgis Rd. west of Pleasant Valley Rd.	4,000
Las Posas Rd between SR 34 and Pleasant Valley Rd	9,000
Las Posas Rd between Pleasant Valley Rd. and Ventura Blvd.	25,000

SOURCE: M. Heredia, Engineering Technician (Traffic), City of Camarillo 2015.

Class II Bike Lanes are also located along Las Posas Road and Pleasant Valley Road along the perimeter of the airport. Class II bike lanes are a striped lane for one-way travel on the right of each direction of vehicle traffic along a roadway and are typically four- to six-ft wide.

3.7.9 Water Resources

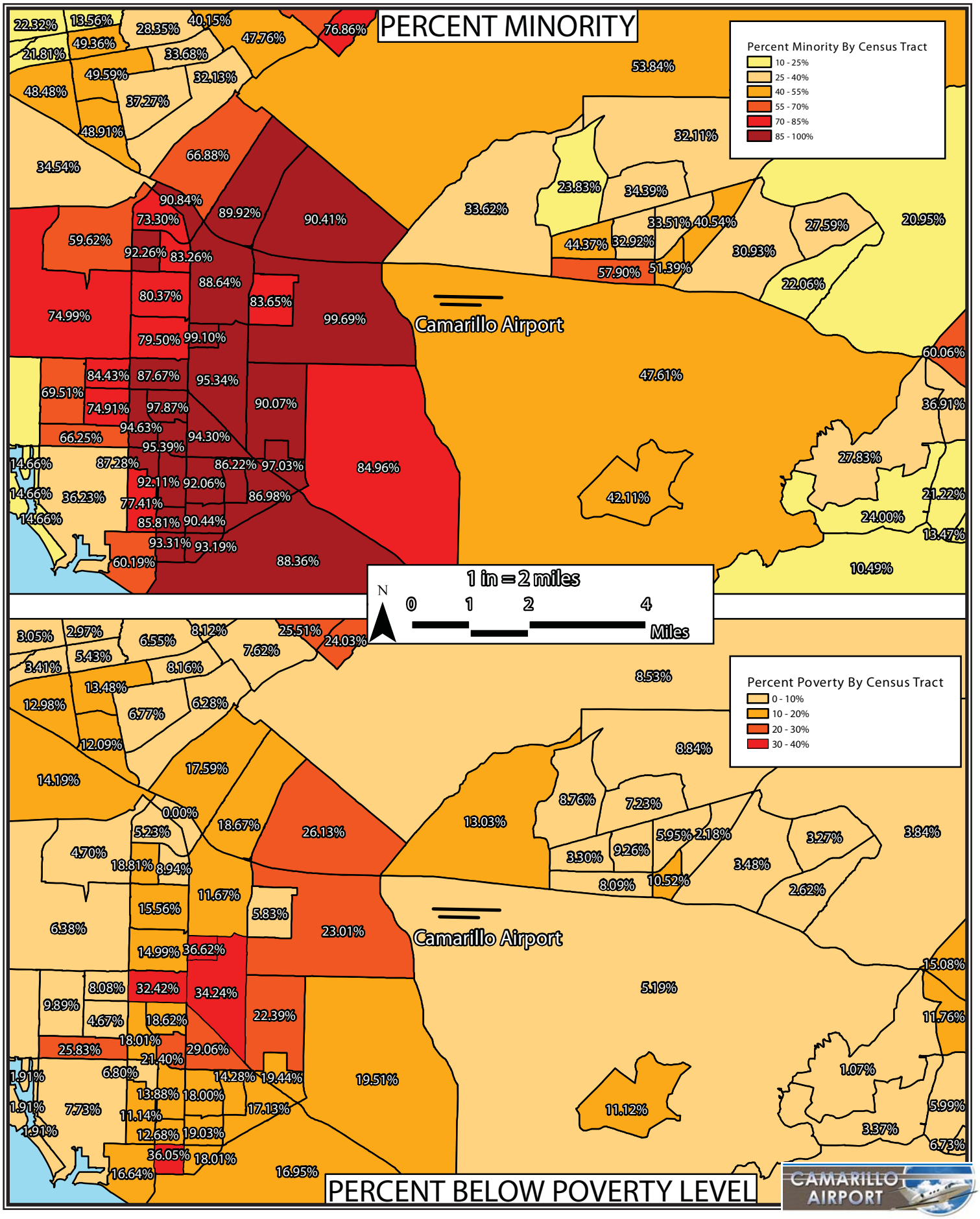
Wetlands

According to the National Wetland Inventory, there are no mapped wetlands or water features within the project study area (USFWS 2015). The closest potential wetland habitat to the project site is along the bottom of the Camarillo Hills Drain, more than 100 ft 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 or hydric soils were identified in the BSA.

Floodplains

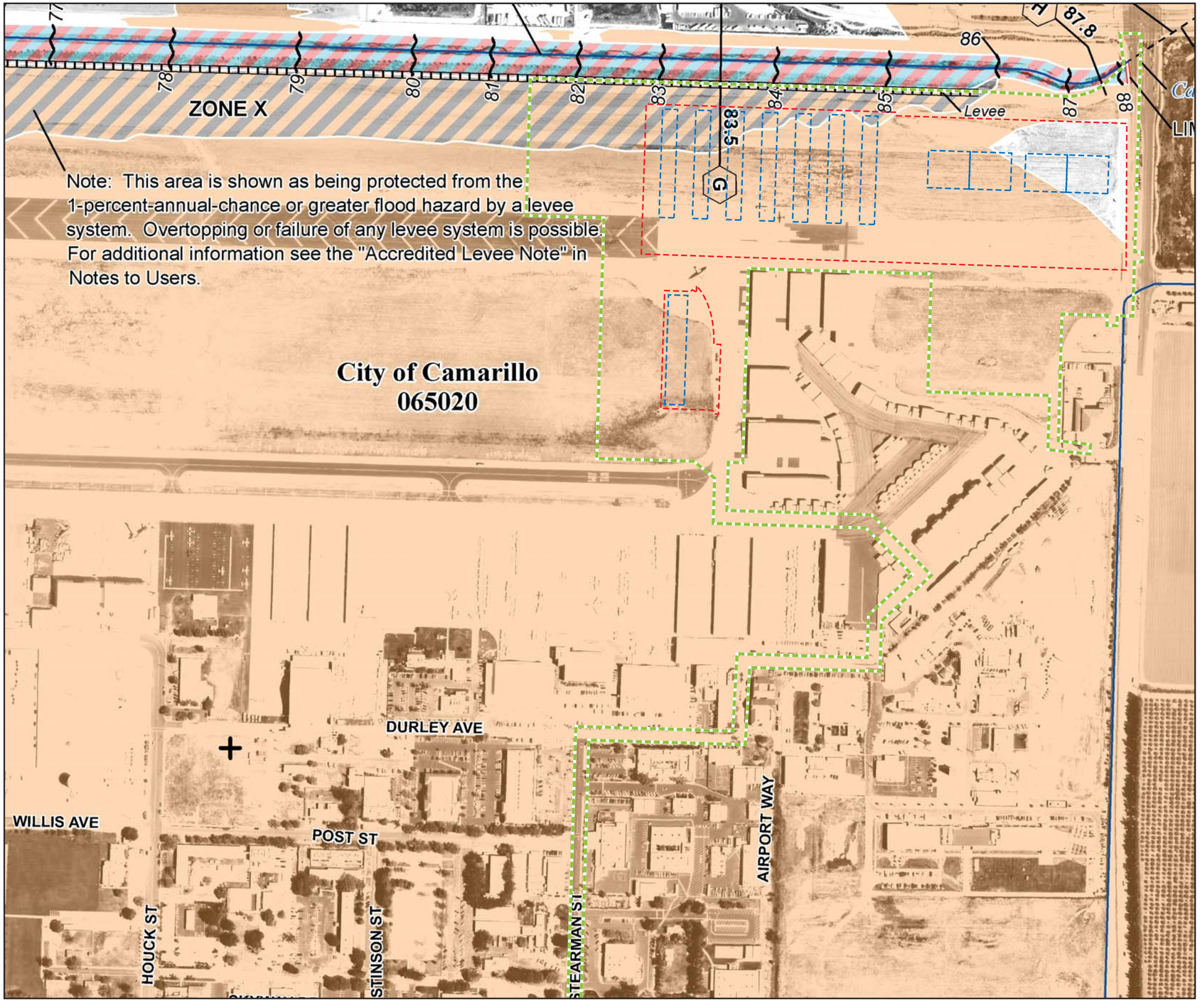
Federal Emergency Management Agency's (FEMA) Flood Insurance Rate Map No. 06111C0929F, dated January 7, 2015, shows that the proposed project development areas are located within Other Areas (Zone X)[6] (**Exhibit 3H**). The airport is protected from the 100-year flood by a levee along the south side 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

[6] This zone is defined by FEMA 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."



Source: U.S. Department of Commerce 2015a, U.S. Census Bureau, 2015 Planning Database Tract Data

Exhibit 3G
MINORITY AND LOW INCOME POPULATION

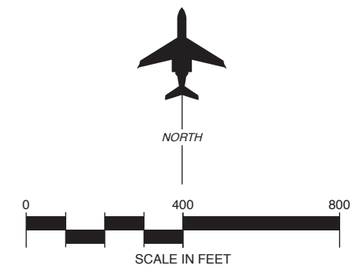


LEGEND

- 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



CAMARILLO AIRPORT

Exhibit 3H
FLOODPLAIN MAP FOR PROJECT AREA

of the project study area is located within the regulatory floodway of the Camarillo Hills Drain where it crosses Las Posas Road. However, no changes to this area would result from the project.

Surface Waters

The project area drains into two separate subwatersheds of the Calleguas Creek watershed (Zone 3 of the Ventura County Watershed Protection District [VCWPD]): the Revolon Slough – Calleguas Creek subwatershed includes the runway overrun and the project area to the south of the overrun. The project area between the runway overrun and the Camarillo Hills Drain is part of the Beardsley Wash subwatershed (USEPA 2015c). Calleguas Creek and other tributary creeks drain the surface waters of the area westward toward the Pacific Ocean.

Stormwater drainage facilities in proximity to the project study area include culverts under the existing hangars and taxiway that pass stormwater into existing earthen drainage swales located in the infield between the runway and its parallel taxiway and along the base of the Camarillo Hills Drain. A preliminary drainage report prepared on the project area identifies three project drainage areas (**Exhibit 3J**). Project Watershed A drains north to the Camarillo Hills Drain; Project Watersheds B and C drain west and south, respectively, toward the Pleasant Valley Drain.

The Beardsley Wash and Revolon Slough, located west and south of the airport, are the closest impaired waters under the *Clean Water Act* (CWA), Section 303(d) guidance. The County operates under the Los Angeles Regional Water Quality Control Board (RWQCB) National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit No. CAS004002. In addition, VCWPD enforces Ordinance WP-2, which contains standards and permitting conditions related to new drainage connections within the VCWPD's jurisdiction (see Section 4.3.8.3 for further discussion).

Groundwater

The airport is underlain by the Pleasant Valley groundwater basin, which has a surface area of 21,600 acres (33.7 square miles) (CDWR 2006). The basin is bounded on the north by the Camarillo and Las Posas Hills and on the south by the Santa Monica Mountains; the eastern boundary is formed by a constriction in Arroyo Santa Rosa, and the basin is bounded on the west by the Oxnard subbasin of the Santa Clara River Groundwater Basin (CSWRB 1956).

According to the County's *2014 Integrated Regional Water Management Plan* (IRWMP), groundwater is the largest single source of water in the region, about 65 percent, and is pumped extensively by individual well owners and by a majority of the 166 public and private water purveyors within the County (Watershed Coalition of Ventura County 2014). Since more groundwater is used than is replaced, the County's groundwater reserves are slowly decreasing and overdraft conditions have resulted.

Agriculture accounts for most of the demand for groundwater in the County. Saline intrusion from surrounding sediments and salinity associated with high groundwater levels are the primary water quality concern in the Pleasant Valley groundwater basin. This potential for saline intrusion also exists in the depressed groundwater elevations in the Lower Aquifer System of the Pleasant Valley groundwater basin.

In 2008, a soils engineering report was prepared for the Camarillo Airport Parallel Taxiway – Phases 1 and 2 (Earth Systems Pacific 2008). At that time, subsurface water was encountered at between 9.5 and 14 feet below ground in nine of the 13 borings. No groundwater was encountered in the four borings located within the Proposed Action site.

Wild and Scenic Rivers

The closest designated Wild and Scenic River to the airport is Sespe Creek, located more than 25 miles north of the airport; Piru Creek on the border of Ventura and Los Angeles counties also has a designated river segment (USGS 2015). There are no other creeks or rivers in Ventura County that are currently under study or on the Nationwide Rivers Inventory (U.S. Department of Interior 2015).

3.8 PAST, PRESENT AND REASONABLY FORESEEABLE FUTURE ACTIONS

The purpose of this section is to outline those projects which will need to be considered during the cumulative impact analysis in Chapter Four of this EA. The Council on Environmental Quality (CEQ), Section 1508.7, defines cumulative impact as the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (Federal or non-Federal) 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.

3.8.1 On-Airport Development

Table 3E 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 (2015a).

A
10.16 AC

B
14.79 AC

C
15.73 AC

COMMERCIAL
DEVELOPMENT
(EXCLUDED)

LEGEND

A 10.16 AC	WATERSHED NAME WATERSHED AREA
———	WATERSHED BOUNDARY
——→	TIME OF CONCENTRATION PATH

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

N

SCALE: 1" = 200'

CAMARILLO AIRPORT

Exhibit 3J
EXISTING PROJECT SITE HYDROLOGY

TABLE 3E
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: County of Ventura Department of Airports 2015b.

3.8.2 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 3K**).

Based on the County's website for recently approved planning projects (County of Ventura Resource Management Agency 2015), as well as discussions with the County Resource Management Agency Planning Division, there are no recently approved projects (as of October 5, 2015) or substantial past projects within the study area (W. Wright, Discretionary Permit Coordinator, personal communication).

The following street improvements are listed on the County Public Works Agency website (2015b) as Active Transportation Projects or on the County's Pavement Plan (2014b) 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

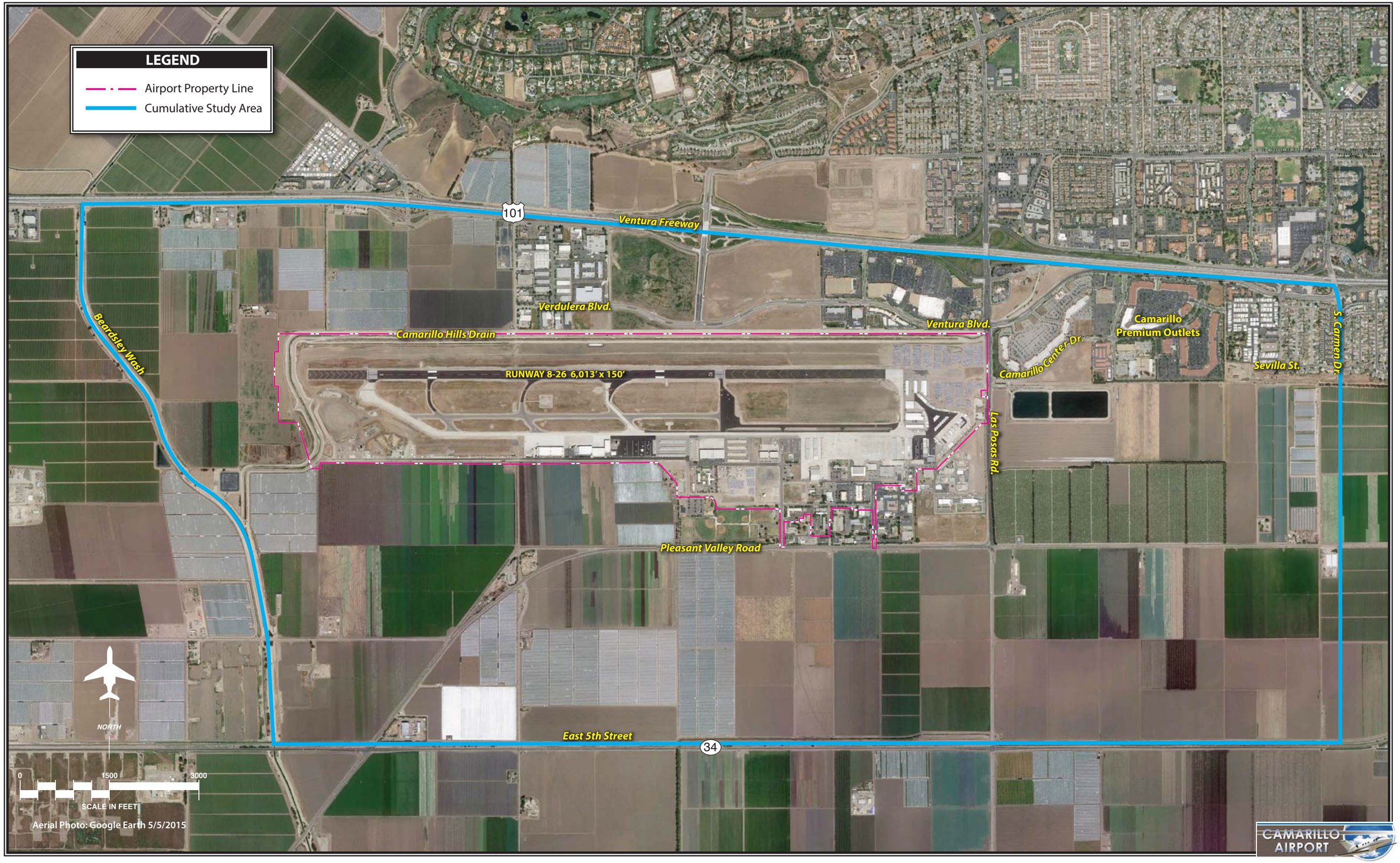
- Pavement improvements on Wood Road from SR 34 to Pleasant Valley Road (Priority 2).

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 3F**) (City of Camarillo 2011-2015).

TABLE 3F
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; K. Matsuoka, City of Camarillo Public Works Department 2015, personal communication with Coffman Associates, December 9.
sf= square feet



CAMARILLO AIRPORT

Exhibit 3K
CUMULATIVE STUDY AREA

Chapter Four
ENVIRONMENTAL CONSEQUENCES AND MITIGATION

4.1 INTRODUCTION

Federal Aviation Administration (FAA) Orders 1050.1F, *Environmental Impacts: Policies and Procedures* (Order 1050.1F) and 5050.4B*, National Environmental Policy Act* (NEPA) *Implementing Instructions for Airport Actions* (Order 5050.4B) define the form and content of Environmental Assessments (EAs) and require that impact analyses be conducted for specific categories. Impacts are determined by comparing the anticipated local environmental condition after development (Proposed Action alternative) to the conditions at and around the airport should no project be developed (No Action alternative). Data regarding the existing condition is provided within Chapter Three of this EA.

For the purposes of this EA, the environmental consequences have been evaluated for the Proposed Action and No Action alternatives. All other project alternatives under consideration were eliminated because they did not meet the stated project criteria (see Section 2.2). In accordance with the Council on Environmental Quality (CEQ) regulations, as contained within Title 40, Code of Federal Regulations (CFR) Section 1508.8, the No Action alternative has been retained for further environmental analysis.

The environmental consequences of each impact category include consideration of the following:

- **Direct effects** – Direct effects are defined as those which are caused by the Proposed Action and occur at the same time and place (40 CFR Section 1508.8[a]).

- **Indirect effects and their significance** – Indirect effects are defined as those which are caused by the Proposed Action and are later in time or farther removed in distance but are still reasonably foreseeable (40 CFR Section 1508.8[b]).

- **Cumulative effects and their significance** – Cumulative effects are defined as the impact on the environment which results from the incremental impact of the Proposed Action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency or person undertakes the other actions (40 CFR Section 1508.7). Section 3.8 lists the past, present, and reasonably foreseeable future actions considered for this EA's analysis. Resources which are not affected by the Proposed Action alternative have not been evaluated for cumulative impact unless such an evaluation was requested by a resource agency (see **Appendix A**).

Where necessary, mitigation measures are listed which will reduce or eliminate anticipated environmental impacts for each of the alternatives. Special purpose laws and local programs and policies that protect various environmental resources are also identified.

4.2 RESOURCES NOT IMPACTED BY PROJECT ALTERNATIVES

As outlined within paragraph 706.f of FAA Order 5050.4B, concise analysis was undertaken ***only*** for potential impacts that the alternatives under consideration may cause. The project area is located within the airport's boundaries and, as discussed in Chapter Three, the following resources are not located in the project area or would not be impacted by the project alternatives:

- coastal resources;
- *Department of Transportation Act*, Section 4(f) resources;
- farmlands;
- historical, architectural, archaeological, and cultural resources;
- land use; and
- noise and compatible land uses.

Therefore, these FAA Order 1050.1F environmental impact categories are not addressed further in this EA.

4.3 RESOURCES POTENTIALLY IMPACTED BY PROJECT ALTERNATIVES

The following sections contain impact analyses for those categories defined within FAA Order 1050.1F that could potentially be affected by project alternatives. The No Action alternative provides an evaluation of future environmental conditions if the Proposed Action alternative is not undertaken. Where there is not a potential for a significant impact, the rationale for this conclusion is discussed.

4.3.1 Air Quality

Analysis Methodology and Significance Thresholds

FAA Order 1050.1F, Exhibit 4-1 states that a significant impact to air quality will occur if the action will cause pollutant concentrations to exceed one or more of the National Ambient Air Quality Standards (NAAQS) for any of the time periods analyzed, or to increase the frequency or severity of any such violations. The NAAQS are established by the United States Environmental Protection Agency (USEPA) under the *Clean Air Act* (CAA). In addition, per FAA's *Aviation Emissions and Air Quality Handbook,* Version 3, Update 1 (2015a), projects that will not increase the capacity of an airport or change aircraft and vehicle traffic patterns are not likely to cause or create a "reasonable foreseeable increase in emissions." Since this would be the case for the Proposed Action, a qualitative discussion explaining the rationale for this conclusion is provided in this EA.

An airport action may also be subject to the General Conformity requirements of the CAA if it will occur in a nonattainment or maintenance area. The General Conformity Rule of the CAA establishes the procedures and criteria for determining whether certain Federal actions conform to State or Federal air quality implementation plans. Under the General Conformity Rule, all reasonably foreseeable *direct* and *indirect* emissions occurring due to federally supported actions should be quantified and compared against *de minimis* thresholds in what is known as an applicability test. As previously discussed in Chapter Three, the airport is located in Ventura County which is in nonattainment for ozone (1-Hour, State; 8-hour, State and Federal [serious]) and particulate matter (PM_{10}, State only) under the NAAQS and State standards (USEPA 2016; CARB 2016).

Ground-level ozone is not emitted directly into the air, but is created by chemical reactions between oxides of nitrogen (NO_X) and volatile organic compounds (VOCs) in the presence of sunlight. As a result, NO_X and VOC emissions are used to estimate ozone emissions. The *de minimis* threshold for VOC and NO_x provided in the General Conformity requirements for ozone serious nonattainment areas is 50 tons/year; *de minimis* thresholds for $PM_{2.5}$ and PM_{10} are not applicable to this project since the County is in attainment for Federal particulate matter standards.

Proposed Action Alternative

Direct Impacts. Although the Proposed Action may have some additional aircraft trips associated with the use of additional hangars (and, potentially, based aircraft) at the airport, the Proposed Action will not increase the capacity of the airport or substantially change overall airport operations or aircraft traffic patterns. Based on analysis of the current hangar wait list, 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 fixed base operator (FBO) tenants who are looking for their own space. The aircraft owners have been on the County's wait list for new hangar space for a number of years. Thus, although the Proposed Action will construct an additional 118 hangars at the airport, many of these aircraft are already located at the airport. No substantial increase in emissions related to aircraft operations when compared to the No Action alternative will occur.

The Ventura County Air Pollution Control District (APCD) conducted an independent air quality analysis of the proposed project using the CalEEMod emissions model and found that the project will, "generate less than significant impacts to regional and local air quality." The Proposed Action will be subject to APCD conditions of approval to ensure that all project construction and operations are conducted in compliance with all APCD Rules and Regulations. The project's air quality impacts are estimated at 2 pounds per day (lbs/day) of reactive organic gases (ROGs) (also known as VOCs) and 4.7 lbs/day of NO_x. See **Appendix A** for APCD letter and attachment as well as *Mitigation Measures* below.

The General Conformity *de minimis* thresholds for the precursors of ozone (NO_x and VOC), for which Ventura County is a Federal nonattainment area, are 50 tons per year. Using the pounds per day estimates of project emissions determined by the APCD's CalEEMod, the project would generate less than one ton/year of VOC or of NO_x. This is below the General Conformity *de minimis* thresholds. Air quality impacts of the Proposed Action will, therefore, not exceed the established thresholds of significance.

Indirect Impacts. Future development of commercial hangars in an area created by the Proposed Action alternative could also have impacts related to air quality emissions, including dust. Any future development will be subject to the same programs and regulations with which the current County hangars project has to comply. Therefore, through compliance with existing programs and regulations, no significance thresholds for air quality are expected to be exceeded. Mitigation measures listed in this EA will also be required by the APCD for the future commercial development.

No Action Alternative

The No Action alternative will not change airport operations or aircraft and vehicle traffic patterns and will, thus, have no change over local or regional air quality in the long term. Since construction will not occur, no short-term emissions will be generated.

Mitigation Measures

The County APCD recommends the following measures to minimize fugitive dust, particulate matter and creation of ozone precursor emissions that may result from implementation of the Proposed Action. These measures will be conditions of the County approval process, as appropriate:

1. Prevention of Fugitive Dust

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

- During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by onsite activities and operations from being a nuisance or hazard, either offsite or onsite.

2. Construction Equipment

The Permittee shall comply with the provisions of applicable APCD ROG 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* (County of Ventura 2003).

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

- Construction equipment shall not idle for more than five (5) consecutive minutes. The idling limit does not apply to: (1) idling when queuing; (2) idling to verify that the vehicle is in safe operating condition; (3) idling for testing, servicing, repairing or diagnostic purposes; (4) idling necessary to accomplish work for which the vehicle was designed (such as operating a crane); (5) idling required to bring the machine system to operating temperature, and (6) idling necessary to ensure safe operation of the vehicle.

4.3.2 Biological Resources

Analysis Methodology and Significance Thresholds

Biotic resources are the various types of flora (plants) and fauna (animals) and the habitat supporting those species, located in a particular area. FAA Order 1050.1F, Exhibit 4-1 states that a significant impact to federally listed threatened or endangered species occurs when the United States Fish and Wildlife Service (USFWS) determines the Proposed Action would be likely to jeopardize the continued existence of a federally listed threatened or endangered species, or would result in the destruction or adverse modification of federally designated critical habitat.

In addition to impacts to federally listed endangered and threatened species or federally designated critical habitat, FAA Order 1050.1F requires that the following additional factors should also be considered:

- A long term or permanent loss of an unlisted plant or wildlife species;

- Adverse impact to special-status species (e.g., State Species of Concern, species proposed for listing, migratory birds, bald and golden eagles) or their habitats;

- Substantial loss, reduction, degradation, disturbance, or fragmentation of native species' habitats or their populations; or

- Adverse impacts on a species' reproductive success rates, natural morality rates, non-natural mortality rates, or ability to sustain the minimum population levels required for population maintenance.

Thus, the following regulations are pertinent to this analysis:

- The Federal *Endangered Species Act* (ESA) *of 1973* provides protection for species that are facing potential extinction due to the loss of habitat. Impacts to listed species resulting from the implementation of a project require the responsible agency or individual to formally consult with the USFWS to determine the extent of impact to a particular species. If the USFWS determines that impacts to a species would likely occur, alternatives and measures to avoid or reduce impacts must be identified. USFWS also regulates activities

conducted in Federal critical habitat, which are geographic units designated as areas that support primary habitat constituent elements for listed species.

- The *Migratory Bird Treaty Act* (MBTA) prohibits private parties and Federal agencies from intentionally taking a migratory bird, their eggs, or nests. The MBTA prohibits activities which would harm migratory birds, their eggs, or nests unless the Secretary of the Interior authorizes such activities under a special permit.

- State regulations include the California ESA. The California ESA ensures legal protection for plants listed as rare or endangered and species of wildlife formally listed as endangered or threatened. This State law also lists Species of Special Concern based on limited distribution, declining populations, diminishing habitat, or unusual scientific, recreational, or educational values.

As part of this EA, a Biological Evaluation (BE) was prepared to identify federally protected species that might be affected by the Proposed Action and is incorporated by reference (SWCA 2016); other special-status species due to their protection under State law are evaluated in a Biological Resources Survey Report, also incorporated by reference (SWCA 2015). The methodology for these evaluations included the following actions:

- Review of recent color aerial photography and United States Geologic Service (USGS) topographic maps of the Biological Study Area (BSA) and vicinity;

- Review of the USFWS Information, Planning, and Conservation (IPaC) species list for the airport;

- Review of the USFWS National Wetland Inventory (NWI) and Critical Habitat Mapper databases;

- Review of the California Natural Diversity Database (CNDDB) records for Camarillo and the seven surrounding USGS quadrangles;

- Review of the United States Department of Agriculture, Natural Resources Conservation Service (USDA-NRCS) Web Soil Survey;

- Field reconnaissance of the property; and

- Evaluation of the potential for the species listed for the general area to occur in the project area.

Proposed Action Alternative

Direct Impacts. No adverse impacts to Federal or State listed plants or wildlife are anticipated as a result of the Proposed Action due to a lack of suitable conditions and habitat within the project area (refer to **Table 3A**). Similarly, no impacts will occur to designated critical habitat since there is no designated critical habitat in the project vicinity. The nearest potential wetland habitat is located more than 100 feet from the project site in the bottom of the Camarillo Hills Drain.

Several bird species or signs of species protected by the MBTA were observed during the field reconnaissance within or in proximity to the study area, including burrowing owl, northern harrier, and horned lark. Project construction activities will impact developed, ruderal, and annual brome grassland habitat within the study area (refer to **Exhibit 3F**). Migratory birds and raptors protected by the MBTA may nest in or around these habitats, and construction of the proposed project has the potential to impact nesting activities if it is conducted during the nesting season (typically February 15-August 31). This includes birds listed as California Species of Special Concern (i.e., northern harrier and burrowing owl). 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. Therefore, preconstruction surveys for birds protected by the MBTA and the State using prescribed survey protocols are incorporated into the project as mitigation.

The Proposed Action alternative has been assessed by a qualified biologist and measures are included in this section to mitigate impacts to biological resources to a less than significant level.

Indirect Impacts: No significant impacts to biological resources are anticipated due to future development of commercial hangars since the subject area does not contain significant biological resources. However, accidental spills of hazardous materials, such as fuel, under either the Proposed Action alternative or future development could result in indirect biological impacts if allowed to flow into the Camarillo Hills or Pleasant Valley Drains. This potential indirect impact is addressed in more detail under Section 4.3.4, Hazardous Materials, Solid Waste, and Pollution Prevention. To reduce this risk to a less than significant level, see *Mitigation Measures* below, as well as in Section 4.3.4.

No Action Alternative

Since no ground disturbance will occur, no direct or indirect impacts to special-status species, including birds protected under the MBTA, will result from implementation of the No Action alternative. Similarly, no impacts will occur to designated critical habitat. The accidental spillage of fuel on the project site is less likely to happen when compared to the Proposed Action alternative since there will not be construction activities.

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, impacts to biological resources are not anticipated to result from project activities.

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. To the maximum extent possible, site preparation, ground disturbing, and construction activities shall be conducted outside of the avian nesting season. If such activities are required during this period, a qualified biologist shall conduct preconstruction nesting bird surveys to verify that migratory birds 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 (typically 50 feet to 250 feet). Construction activities within the established buffer zone shall be prohibited until the young have fledged the nest and achieved independence.
3. 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 best management practices (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.

4.3.3 Climate

Analysis Methodology and Significance Thresholds

To date, there are no Federal standards for aviation-related emissions. However, it is well-established that greenhouse gas (GHG) emissions can affect climate and the CEQ has indicated that climate should be considered in NEPA analyses. Based on FAA Order 1050.1F and its accompany-

ing desk reference, an FAA NEPA review should consider the potential incremental change in carbon dioxide (CO_2) emissions that would result from the proposed action and alternative(s) compared to the no action alternative for the same timeframe. This discussion can be qualitative, but may also include quantitative data.

Proposed Action Alternative

Direct Impacts. Although the Proposed Action will have some additional aircraft trips associated with the use of additional hangars (and, potentially, based aircraft) at the airport, the Proposed Action will not increase the capacity of the airport or substantially change overall airport operations or aircraft traffic patterns. 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. Although the Proposed Action will construct an additional 118 hangars at the airport, many of these aircraft are already located at the airport.

The County APCD conducted an independent air quality analysis of the proposed project using the CalEEMod emissions model and found that the project's GHG impacts are estimated at 4,018 lbs/day of carbon dioxide equivalent emissions (CO_{2e}). The County APCD also found that the project will, "generate less than significant impacts to regional and local air quality." See **Appendix A** for APCD letter and attachment as well as *Mitigation Measures* listed in Section 4.1.3 of this EA.

Indirect Impacts. Future development of commercial hangars in an area created by the Proposed Action alternative could also have impacts related to GHGs and climate change. Any future development will be subject to the same programs and regulations with which the current County hangars project must comply.

No Action Alternative

The No Action alternative will not change airport operations or aircraft and vehicle traffic patterns and will, thus, have no change over local or regional GHGs in the long term. In addition, no construction GHGs will occur with this alternative.

4.3.4 Hazardous Materials, Solid Waste, and Pollution Prevention

Analysis Methodology and Significance Thresholds

FAA has not established a significance threshold for the Hazardous Materials, Solid Waste, and Pollution Prevention impact category. However, per Order 1050.1F, Exhibit 4-1 consideration should be given to the Proposed Action's potential to:

- Violate applicable Federal, State, tribal, or local laws or regulations regarding hazardous materials and/or solid waste management;

- Involve a contaminated site, including but not limited to a site listed on the National Priorities List (NPL);

- Produce an appreciably different quantity or type of hazardous waste;

- Generate an appreciably different quantity or type of solid waste or use a different method of collection or disposal and/or would exceed local capacity; or

- Adversely affect human health and the environment.

Four primary Federal laws have been passed governing the handling and disposal of hazardous materials, chemicals, substances, and wastes. The two statutes of most importance to airport projects are the *Resource Conservation Recovery Act* (RCRA) (as amended by the *Federal Facilities Compliance Act of 1992*) and the *Comprehensive Environmental Response, Compensation, Liability Act* (CERCLA), as amended (also known as Superfund). RCRA governs the generation, treatment, storage, and disposal of hazardous wastes. CERCLA provides for cleanup of any release of a hazardous substance (excluding petroleum) into the environment. Other laws include the *Hazardous Materials Transportation Act*, which regulates the handling and transport of hazardous materials and wastes, and the *Toxic Substances Control Act*, which regulates and controls the use of polychlorinated biphenyls (PCBs), as well as other chemicals or toxic substances in commercial use.

For preparation of this EA, Federal and State online databases related to the presence and/or cleanup of hazardous materials have been accessed relative to the project area. State and regional sources related to the treatment and disposal of solid waste within the County have also been used.

Proposed Action Alternative

Direct Impacts. The Proposed Action will introduce hangars and taxilanes within the northeast corner of the airport. There is no known contamination present in the area; however, the area has been used in the past to store automobiles. Therefore, it is possible that minor fossil fuel leaks have occurred in the area recently and that soil contamination could be encountered during construction activities. In addition, during construction the contractor will use equipment and vehicles that utilize fossil fuels and other potential hazardous materials. All construction activity will be subject to existing permit procedures for the handling, transporting, and disposal of such materials.

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 Action alternative. Aircraft maintenance will not be allowed in the County-owned hangars; however, the types of maintenance activity conducted in the future commercial hangar development is unknown at this time (refer to Indirect Impacts for additional discussion). In addition, no liquid waste or petroleum products, including diesel fuel, or other hazardous materials will be stored within the County-owned hangars.

Some solid waste is anticipated to be generated as a result of the construction phase of the proposed project. To the extent that it is feasible, the existing asphalt surface and aggregate base will be recycled and used in the new taxilane shoulders. Unusable materials and incidental trash will be taken by the contractor to a local recycling and transfer station, which will then haul only unusable material to the Simi Valley or Toland Landfill. These two landfills have projected capacity until 2052 and 2027, respectively (CalRecycle 2015a; 2015b). In addition, the Ventura County Public Works Agency (VCPWA) Integrated Waste Management Division (IWMD) enforces diversion requirements for green materials, such as wood waste and vegetation removal.

In the long term, ongoing solid waste generation due to the Proposed Action will be an incremental increase in the airport's overall solid waste disposal needs. The IWMD also administers a Household Hazardous Waste (HHW) collection program, including the operation of a Permanent HHW collection facility called the Pollution Prevention Center, which serves unincorporated area residents. If a business qualifies as a Conditionally Exempt Small Quantity Generator (CESQG), the business may properly dispose of hazardous waste at HHW facilities for a significantly reduced disposal cost versus a private contractor managing the hazardous waste. As defined in the California Health and Safety Code Section 25218.1 and 40 CFR Section 261.5, a business qualifies as a CESQG provided they do not generate or accumulate more than 100 kilograms (220 pounds or approximately 27 gallons) of a hazardous waste, or 1 kilogram (2.2 pounds) of an acutely hazardous waste in a calendar month (County of Ventura Public Works Agency 2015a). However, regardless of whether or not the contractor or future hangar lessees qualify as CESQGs, the proper disposal of hazardous wastes is required by law.

Through compliance with existing programs and regulations, as well as implementation of the mitigation measures listed in this EA, no significance thresholds for hazardous materials and solid waste will be exceeded during the construction or operation phases of the Proposed Action alternative. Pollution prevention measures are discussed under *Mitigation Measures* below.

Indirect Impacts. Future development of commercial hangars in an area created by the Proposed Action alternative could also have impacts related to the use, storage, or disposal of hazardous materials or waste and the generation of solid waste. Any future development will be subject to the same programs and regulations with which the current County hangars project has to comply. Therefore, through compliance with existing programs and regulations, no significance thresholds for hazardous materials and solid waste are expected to be exceeded. Mitigation measures listed in this EA should also be required by the County Department of Airports for the future commercial development.

Future development of the four commercial hangar sites will also be subject to supplemental environmental evaluation, as appropriate, at the time that site plans, building permits, and lease agreements are being reviewed and approved. This will include environmental review under the *California Environmental Quality Act* (CEQA). Refer to **Appendix A**, Ventura County Watershed Protection District (VCWPD) Memorandum to Ventura County Department of Airports, dated September 8, 2015, for requirements of the VCWPD related to the maintenance and storage of liquid waste and petroleum products, diesel fuel, or other hazardous materials.

No Action Alternative

Under the No Action alternative, the potential for impacts related to the use, storage, or disposal of hazardous materials or pollution related to accidental spills of hazardous materials will continue to be what currently occurs at the airport. No additional impacts or risk will occur and the accidental spillage of fuel is less likely to happen when compared to the Proposed Action alternative since there will not be construction activities.

The No Action alternative will not result in the short or long term generation of solid waste from the project site, which is currently undeveloped and being used for the storage of automobiles. Therefore, impacts related to solid waste disposal and regional landfills will not occur.

Mitigation Measures

1. If previously unknown contaminants are discovered during construction or a spill occurs, work shall be halted and the National Response Center notified. The contractor shall follow standard hazardous materials containment procedures and BMPs, as required by FAA AC 150/5370-10G (FAA 2014).

2. 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.

3. The contractor shall implement a stormwater pollution prevention plan (SWPPP) for all construction actions involving more than one acre of ground disturbance in compliance with the *Clean Water Act* and the National Pollutant Discharge Elimination System (NPDES) State General Construction Stormwater Permit (No. CAS000002). The airport will be required to prepare and submit a current Notice of Intent (NOI) and SWPPP to the VCWPD for review (see Section 4.3.8.3, *Mitigation Measures*).

4. The Ventura County Department of Airports shall meet all State, Los Angles Regional Water Quality Control Board (RWQCB) and VCWPD requirements related to implementation of the Los Angeles RWQCB NPDES Municipal Stormwater Permit (No. CAS004002) and the State NPDES General Industrial Stormwater Permit (No. CAS000001) (see Section 4.3.8.2, *Mitigation Measures*).

5. The Proposed Action alternative and all future tenants of the project shall be required to comply with all local permits and policies regarding the handling of hazardous materials and waste. This includes General Plan Hazardous Materials and Waste Policies 2.15.2 as implemented by the County at the time that lease agreements are approved. For example, see the VCWPD Memorandum to Ventura County Department of Airports, dated September 8, 2015 (**Appendix A**).

4.3.5 Natural Resources and Energy Supply

Analysis Methodology and Significance Thresholds

The FAA has not established a significance threshold for the Natural Resources and Energy Supply impact category (FAA Order 1050.1F, Exhibit 4-1). However, a factor to consider is if an action has the potential to cause demand to exceed available or future natural resource or energy supplies.

The use of natural resources and energy supplies for the Proposed Action have been evaluated using the County and City's established policies and ordinances regarding utility connections and the use of water and energy efficiency building methods and fixtures.

Proposed Action Alternative

Direct Impacts. The Proposed Action alternative will use fossil fuels and aggregate material (i.e., crushed rock) during the eight-month construction period for the initial stages of the project, as well as during later phases of the development. Water will be used to wash dust from trucks before leaving the project area and to implement other dust control measures (see Section 4.3.1), as well as during various construction processes. This short-term demand for natural resources and energy supplies will be met using local suppliers to the extent feasible, based on market demand. No significant impact to natural resources and energy supply will occur in the short term.

In the long term, the project will allow the airport to accommodate 118 based aircraft. Based on analysis of the existing hangar wait list, the majority of these aircraft are currently accommodated at the airport on the existing ramp, existing smaller hangars, or existing FBO tenants who are looking for their own space. Aviation fuel will be provided by the airport's existing fuel farms via trucks. Electricity will be provided by Southern California Edison as described in Section 1.3

under *Utility Connections*. No issues regarding the supply of energy and fossil fuel to the proposed hangar development are expected.

Water will be provided to the proposed development through a connection to the City water system near Las Posas Road (refer to **Exhibit 1H**). Water demand has been estimated by the project engineering team to be five (5) gallons per minute (gpm) per building to accommodate domestic demand (i.e., restrooms) 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 registered civil engineer for the water connection will be submitted to the City Public Works Water Division for approval and will be subject to standard City connection and usage fees. All City water customers must comply with the City's Water Conservation Ordinance No. 14.12. Therefore, water offsets will be provided as part of the project (see *Mitigation Measures*).

Indirect Impacts. Future development in the commercial hangar area created by the Proposed Action alternative will also require fossil fuels and water for construction of commercial hangars. In the long term, the commercial development will need to hook-up to the infrastructure being provided by the Proposed Action and will also be subject to the requirements of City Water Conservation Ordinance No. 14.12 or any other natural resource supply ordinances in effect.

No Action Alternative

Since no ground disturbance or change in airport use will result from the No Action alternative, no change in demand for natural resources or energy supplies at the airport will occur. No electrical or water infrastructure on the project site will be necessary under this alternative.

Mitigation Measures

1. The Proposed Action shall install low flow water use fixtures. The resulting water use for these facilities shall be offset by replacing existing water use fixtures (normal water flow volume urinals, toilets, and faucets) with low flow water use fixtures within other existing airport-maintained facilities. A City-required water impact study shall be prepared to identify the amount of offsets needed so that the Proposed Action will not create new demand on the City's water system.

2. Any future development of the project site by a private developer shall provide similar studies and offsets, as required by the City.

4.3.6 Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks

Analysis Methodology and Significance Thresholds

The FAA has not established a significance threshold for the Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks impact category (FAA Order 1050.1F, Exhibit 4-1). However, factors to consider that are applicable to the Proposed Action are as follows:

- would the action lead to a disproportionate high and adverse impact to an environmental justice population, i.e., a low-income or minority population, due to significant impacts in other environmental categories; or impacts on the physical or natural environment that affect an environmental justice population in a way that the FAA determines are unique to the environmental justice population and significant to that population;

- would the action lead to a disproportionate health and safety risk to children; or

- would project-related traffic disrupt local traffic patterns and substantially reduce the level of service of the roads serving the airport and its surrounding communities.

As mentioned in Section 3.7.8, there are no residences near the proposed project area. Similarly, no schools, parks, or other areas likely to be used by children are near the proposed project area. Therefore, no further discussion of disproportionate impacts to environmental justice populations or health and safety risks to children is warranted.

Potential traffic impacts for the Proposed Action were evaluated in a Mitigated Negative Declaration and Initial Study completed on the proposed project (County of Ventura 2016). The result of that evaluation is summarized in the discussion below.

Proposed Action Alternative

Direct Impacts. 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).

Construction traffic will include workers driving to and from the airport (automobiles or light-duty trucks), heavy-duty trucks to move dirt and asphalt, and other heavy equipment, such as a backhoe or dozer. Most of the heavy construction equipment will be brought to the airport for a longer period of time and stored on the airport at one of the staging areas until the equipment is no longer required. This onsite storage of equipment will limit the trips related to the construction equipment to one trip in and one trip out.

Construction traffic impacts to Pleasant Valley Road, its intersections with Airport Way, Las Posas Road and Wood Road, as well as impacts to Las Posas Road itself are not anticipated to exceed significance thresholds due to the limited amount of time anticipated for any given stage of construction. The greatest number of construction trips will occur during taxilane construction and paving. If necessary, based on County Public Works Agency review of the project in conjunction with other County roadway improvement projects, these trips may be required to avoid peak traffic periods. A Construction Safety and Phasing Plan will be submitted to the County for review and approval.

In the long term, access to the hangar development will also occur using Pleasant Valley Road via Airport Way and Durley Avenue. Up to 44 vehicular trips are expected to occur during the PM peak hour as a result of the Proposed Action at full buildout (118 based aircraft x 0.37 trips/aircraft[1] = 44 PM peak trips). Some of these trips are associated with aircraft already based at the airport and use these same streets for access. Long term impacts to Pleasant Valley Road and/or its intersections with Airport Way and Las Posas Road are not anticipated to exceed any LOS impact thresholds based on the limited number of project-related trips.

Indirect Impacts. Traffic generation related to future development of commercial hangars adjacent to the Proposed Action is unknown at this time. ITE trip generation rates vary from 0.32 PM peak trips per thousand square feet (KSF) for warehouse uses to 0.97 trips/KSF for light industrial land uses. Based on 81 KSF of future building space, this would result in a range of trips estimated at 26-79 PM peak trips. As part of future project approvals, a traffic impact study may need to be conducted to assess project-specific traffic, access, and mitigation related to a specific development proposal.

No Action Alternative

Since no construction or change in airport use will occur with the No Action alternative, no impacts related to construction or project-related traffic will occur.

Mitigation Measures

A preliminary Construction Safety and Phasing Plan will be submitted to the County Public Works Agency for review during final design.

[1] 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 PM peak hour.

4.3.7 Visual Effects

Analysis Methodology and Significance Thresholds

FAA has not established a significance threshold for light emissions or visual resources/visual character. However, the degree or extent to which the action would have the potential to create the following items should be considered:

- Create annoyance or interfere with normal activities from light emissions;
- Affect the visual character of the area, including the importance, uniqueness, and aesthetic value of the affected visual resources;
- Contrast with the visual resources and/or visual character in the study area; and
- Block or obstruct the views of visual resources, including whether these resources would still be viewable from other locations.

Based on the County's Resource Protection Map, there are no Scenic Resource Protection areas in proximity to the airport. 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 (2012) calls for beautifying the rights-of-way within these corridors and protecting and enhancing their view corridors, and contains detailed community design guidelines.

Potential visual and lighting impacts for the Proposed Action have been evaluated using the City of Camarillo's scenic corridor objectives as well as in relation to surrounding land uses within the City. The Proposed Action will not be visible from areas within the unincorporated County.

Proposed Action Alternative

Direct Impacts. 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.

Indirect Impacts. The Proposed Action alternative will 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.

No Action Alternative

No changes to the lighting or visual appearance of the airport will result from the No Project alternative. Impacts to designated scenic corridors in proximity to the airport will not occur.

4.3.8 Water Resources

FAA Order 1050.1F identifies the following subcategories of impact under the overall topic of water resources: wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers. As discussed in Section 3.7.9, the Proposed Action would not affect any regulatory floodplains. The project area is not located within proximity to any rivers, including designated wild and scenic rivers. Therefore, the following discussion is focused on potential wetlands, surface waters, and groundwater impacts.

4.3.8.1 Wetlands

Analysis Methodology and Significance Thresholds

Per FAA Order 1050.1F, Table 4-1, an action will have significant impacts to wetlands if it would:

- Adversely affect a wetland's function to protect the quality or quantity of municipal water supplies, including surface waters and sole source and other aquifers;
- Substantially alter the hydrology needed to sustain the affected wetland system's values and functions or those of a wetland to which it is connected;
- Substantially reduce the affected wetland's ability to retain floodwaters or storm runoff, thereby threatening public health, safety or welfare;
- Adversely affect the maintenance of natural systems supporting wildlife and fish habitat or economically important timber, food, or fiber resources of the affected or surrounding wetlands;
- Promote development of secondary activities or services that would cause the circumstances listed above to occur; or

- Be inconsistent with applicable State wetland strategies.

The following Federal and State regulations are in place to protect wetlands and other jurisdictional water resources within the State:

- The *Clean Water Act* (CWA) (33 United States Code [USC] Sections 1251 through 1376) provides guidance for the restoration and maintenance of the chemical, physical, and biological integrity of the nation's waters.

- The *Porter-Cologne Water Quality Control Act* (State Porter-Cologne Act), implemented by the State Water Resources Control Board and its RWQCBs, protects waters of the State through the CWA Section 401 certification program as well.

- Pursuant to Division 2, Chapter 6, Sections 1600–1602 of the CFGC, the 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.

Proposed Action Alternative

Direct Impacts. As discussed in Section 3.7.9, Water Resources, there are no wetlands or water features within the project study area nor are there wetland indicator species (hydrophytic) plants or hydric soils. The nearest potential wetland habitat is located more than 100 feet from the project site in the bottom of the Camarillo Hills Drain. No direct impacts to wetlands (or other jurisdictional waters) will occur as a result of the Proposed Action alternative.

Indirect Impacts. Accidental spills of hazardous materials, such as fuel, under either the Proposed Action alternative or future commercial development could result in indirect impacts to potential wetlands if allowed to flow into the Camarillo Hills Drain. See *Mitigation Measures* below.

No other indirect wetlands impacts related to future development of the commercial hangar area are anticipated since the future building sites are located more than 100 feet from the nearest potential wetland habitat.

No Action Alternative

Under the No Action alternative, the potential for indirect wetland impacts related to accidental spills of hazardous materials will continue to be what currently occurs at the airport. No additional impacts or risk will occur and the accidental spillage of fuel is less likely to happen when compared to the Proposed Action alternative since there will not be construction activities.

Mitigation Measures

Consistent with the mitigation listed in Sections 4.3.2 and 4.3.4, all refueling, maintenance, and staging of equipment and vehicles shall occur at least 100 feet from drainage features, and not in a location from where a spill would drain directly toward drainage features. If staging of equipment is required within 100 feet of a drainage feature, appropriate BMPs (e.g., straw wattles, silt fencing) shall be installed between the stage equipment and the drainage and maintained until construction is complete and staging areas are restored. Appropriate spill prevention and cleanup kits shall be readily available on site and any accidental spills shall be promptly cleaned up.

4.3.8.2 Surface Waters

Analysis Methodology and Significance Thresholds

Per Order 1050.1F, Table 4-1, an action will have significant impacts to surface waters if it would:

- Exceed water quality standards established by Federal, State, local, and tribal regulatory agencies; or

- Contaminate public drinking water supply such that public health may be adversely affected.

In addition, the following factors should be considered when evaluating surface water impacts (i.e., would the action have the potential to):

- Adversely affect natural and beneficial water resource values to a degree that substantially diminishes or destroys such values;

- Adversely affect surface waters such that the beneficial uses and values of such waters are appreciably diminished or can no longer be maintained and such impairment cannot be avoided or satisfactorily mitigated; or

- Present difficulties based on water quality impacts when obtaining a permit or authorization.

As discussed above under Section 4.3.8.1, the CWA and the *State Porter-Cologne Act* regulate activities that could adversely affect surface waters in California. The Federal *Safe Drinking Water Act* also prohibits Federal agencies from funding actions that would contaminate an EPA-designated sole source aquifer or its recharge area.

Proposed Action Alternative

Direct Impacts. The Proposed Action will result in the creation of 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 SWPPP.

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 *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures* (County TGM) (2011b). The airport is also required to comply with the requirements of the State's NPDES General Industrial Stormwater Permit (No. CAS00001).

As described in Section 1.3, *Preliminary Drainage Plans*, the proposed project includes two infiltration basins sized to reduce the Proposed Action's maximum peak discharge to the existing 10-year storm event. 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 total suspended solids (TSS) for the entire site and may include absorbent pouches to remove floating oils and grease.

A Preliminary Drainage Study was completed in 2015 (Stantec 2015). The final version of this report will be submitted to VCWPD for review and approval. There are no new drainage connections to either the Camarillo Hills Drain or the Pleasant Valley Road Drain required for the proposed project.

Indirect Impacts. Future development of the commercial hangar area created by the Proposed Action alternative could also have impacts related to the generation of stormwater and surface water pollutants. Thus, any future development will be subject to the same programs and regulations with which the current County hangars project has to comply. Therefore, through compliance with existing programs and regulations, no significance thresholds for surface water resources are expected to be exceeded. An infiltration basin sized to reduce the Proposed Action's maximum peak discharge to the existing 10-year storm event will also be required by the County

for this future development. No new drainage connections to either the Camarillo Hills Drain or the Pleasant Valley Road Drain will be necessary.

Mitigation measures listed in this EA will also be required by the County Department of Airports and the VCWPD for future commercial development.

No Action Alternative

The No Action alternative will not include any type of construction activity or change in the amount of impervious surfaces. No increased aviation activity will occur in the northeast corner of the airport. Therefore, no water quality impacts will occur.

Mitigation Measures

1. Consistent with the mitigation listed in Sections 4.3.2 and 4.3.4, all refueling, maintenance, and staging of equipment and vehicles shall occur at least 100 feet from drainage features, and not in a location from where a spill would drain directly toward drainage features. If staging of equipment is required within 100 feet of a drainage feature, appropriate BMPs (e.g., straw wattles, silt fencing) shall be installed between the stage equipment and the drainage and maintained until construction is complete and staging areas are restored. Appropriate spill prevention and cleanup kits shall be readily available on site and any accidental spills shall be promptly cleaned up.

2. The County Department of Airports shall meet the requirements of the CWA (per the NPDES permitting program) and VCWPD, by submitting the documentation requested in the VCWPD letter, dated August 31, 2015 (**Appendix A**):

    - 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;

    - 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).

4.3.8.3 Groundwater

Analysis Methodology and Significance Thresholds

Per Order 1050.1F, Table 4-1, an action will have significant impacts to groundwater if it would:

- Exceed groundwater quality standards established by Federal, State, local, and tribal regulatory agencies; or

- Contaminate an aquifer used for public water supply such that public health may be adversely affected.

In addition, the following factors should be considered when evaluating groundwater impacts, (i.e., would the action have the potential to):

- Adversely affect natural and beneficial groundwater values to a degree that substantially diminishes or destroys such values;

- Adversely affect groundwater such that the beneficial uses and values of such groundwater are appreciably diminished or can no longer be maintained and such impairment cannot be avoided or satisfactorily mitigated; or

- Present difficulties based on water quality impacts when obtaining a permit or authorization.

Proposed Action Alternative

Direct Impacts. As previously discussed in Sections 3.7.7 and 4.3.5, 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 Action'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.

As discussed in Sections 1.3 and 4.3.8.2, the proposed development will collect the site's storm-water runoff, pre-treat the flows to reduce the sediment load and maintain the infiltration rate, and then route the flows through 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.

No significance thresholds for impacts to groundwater resources will be exceeded as a result of the Proposed Action.

Indirect Impacts. Future development on the commercial hangar area provided by the Proposed Action alternative will also need to hook-up to the water infrastructure being provided by the Proposed Action. 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.

Mitigation Measures

None other than those already listed in Section 4.3.8.2.

4.4 CUMULATIVE IMPACTS

Analysis Methodology and Significance Thresholds

Analysis of the cumulative overall impact of the Proposed Action alternative and the consequences of subsequent related actions is required to determine the significance of potential cumulative impacts on the environment. Cumulative impacts can result from individually minor, but collectively significant, actions taking place over a period of time. Cumulative impact analysis considers connected actions, projects related and dependent upon the completion of the proposed airport project. It also considers similar actions or projects having a common geography or timing that provide a basis for considering their impact, together with impacts related to the proposed airport project. For this analysis, cumulative projects are those that will occur within the general vicinity of the airport as defined by the six-square mile cumulative project study area shown in **Exhibit 3K**.

Cumulative impacts are evaluated on three time horizons: past actions, present actions, and reasonably foreseeable actions. Past actions are those known to have occurred within the five years

immediately prior to the year of project implementation. Present actions are those projects which are ongoing and will continue during the implementation of the Proposed Action. Reasonably foreseeable actions are those that have: 1) received local approval for implementation, such as a building permit, and are expected to occur within the five years immediately after project implementation; or 2) are programmed into the five-year Airport Capital Improvement Program (ACIP). Projects without a building permit, such as those outlined within a community's General Plan or Specific Plan, are not considered reasonably foreseeable as part of this analysis.

Specific thresholds for cumulative impacts are not established in FAA Order 1050.1F as the significance threshold varies according to the affected resources. In evaluating cumulative impacts, the impact of the Proposed Action alternative should be added to the impacts of other projects to determine if the significant impact threshold will be exceeded.

As discussed in Section 3.8.1, several projects on airport property have been undertaken or are planned to be undertaken in the next five years. In addition, Section 3.8.2 contains a list of other cumulative County and City projects considered in this EA.

Proposed Action Alternative

It has been determined through the analysis contained in Chapters Three and Four that the following resources are either not present at the airport or existing permits and regulations adequately protect the resource and, thus, no project-specific or cumulative impacts will occur in the long term: coastal resources; *Department of Transportation Act*, Section 4(f) resources; farmlands; historical, architectural, archaeological, and cultural resources; land use; noise and compatible land use; environmental justice and children's environmental health and safety risks; and wetlands, floodplains, and wild and scenic rivers.

Resource issues that are appropriate for analysis under a cumulative impact assessment are addressed below and include potential impacts to air quality; biological resources (migratory birds); climate; hazardous materials, solid waste, and pollution prevention; natural resources and energy supply (water); socioeconomics impacts (traffic); visual effects, and water resources (surface and groundwater). These categories were identified for cumulative impact analysis because of the potential for impacts related to the Proposed Action in conjunction with other airport development projects, County projects, and/or City projects.

Air Quality. At a regional level, the County APCD requires that all projects include adequate measures to minimize fugitive dust and ozone precursors. Refer to Section 4.3.1, *Mitigation Measures,* for required conditions of approval. Based on preliminary review of the project by the APCD, it was determined that the Proposed Action's contribution to cumulative air quality (i.e., ozone and particulate matter), in conjunction with other past, ongoing, and future projects, will not create a significant impact to cumulative air quality issues in the region (see **Appendix A**, letter from APCD dated September 15, 2015).

Migratory Birds (Biological Resources). The Proposed Action identifies potential impacts to nesting birds protected under the MBTA, and Section 4.3.2 of this EA recommends mitigation to avoid impacts. Other projects on the cumulative project lists provided in Section 3.8 will also be required to comply with the MBTA. As long as preconstruction nesting bird surveys or other protective measures are conducted prior to development, as necessary, to avoid the nesting season and migratory bird nests, cumulative impacts to protected birds will be avoided.

Climate (Greenhouse Gases). The cumulative impact of the Proposed Action on the global climate is not currently scientifically predictable. Actions are underway within the U.S. to reduce the aviation's contribution through such measures as:

- New aircraft technologies to reduce emission and improve fuel efficiency;
- Renewable alternative fuels with lower carbon footprints;
- More efficient air traffic management; and
- Market-based measures and environmental regulation including an aircraft CO_2 standard.

The U.S. has ambitious goals to achieve carbon-neutral growth for aviation by 2020 compared to a 2005 baseline, and to gain absolute reductions in GHG emissions by 2050. At present, there are no calculations of the extent to which measures individually or cumulatively may affect aviation's CO_2 emissions.

Hazardous Materials, Solid Waste, and Pollution Prevention. Hazardous and solid wastes will be generated by the Proposed Action alternative, as well as by other cumulative projects during both the construction and operation phases. The County and City have established policies and programs that require the proper disposal and handling of these types of waste products. Through compliance with existing programs and regulations, as well as the implementation of the mitigation measures listed in Section 4.3.4, *Mitigation Measures*, no significance thresholds for hazardous materials and solid waste will be exceeded. All future cumulative projects will also be required by the County or City to comply with the conditions of the applicable State and Regional NPDES permits.

Water Use (Natural Resources and Energy Supply). As discussed in Section 4.3.5, the City has adopted Water Conservation Ordinance No.14.12, with which all City water customers must comply. This ordinance will ensure that cumulative impacts to the City's water supply do not occur.

There are no County development projects, other than street improvement projects and on-airport maintenance projects or minor hangar expansions, on the cumulative project list for the Proposed Action. Therefore, no cumulative water impacts related to County projects in conjunction with the Proposed Action will occur.

Traffic (Socioeconomics, Environmental Justice, and Children's Environmental Health and Safety Risks). There are no County development projects, other than street improvement projects and on-airport maintenance projects or minor hangar expansions, on the cumulative project list for the Proposed Action. Therefore, no cumulative traffic impacts related to County projects in con-

junction with the Proposed Action will occur. Per County policy, 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. The airport will pay the required fee as determined by the Traffic Impact Mitigation Fee Ordinance in affect at the time of project approval, as necessary.

There are several City cumulative projects that will affect traffic, primarily to the north of the proposed project site, on Ventura Boulevard, Verdulera Street, and Camarillo Center Drive; traffic impacts of these projects have already been vetted through the City review and approval process. Cumulative traffic impacts related to these City projects in conjunction with the Proposed Action are not expected to be significant since the Proposed Action will take access off Pleasant Valley Road and will likely result in less than 45 PM trips/day in the long term. As discussed in Section 4.3.6, prior to construction, a preliminary Construction Safety and Phasing Plan will be submitted to the County Public Works Agency for review during final design to ensure that short term traffic impacts are minimized.

Visual Effects. The cumulative projects listed in **Tables 3E** and **3F** are similar in nature to existing development within the view shed of Las Posas and Pleasant Valley Roads. Existing views from these designated scenic corridors encompass agricultural fields, light industrial and commercial development, and the airport itself. Long distance views of the Los Posas Hills (to the north and east) and the Santa Monica Mountains (to the south) will not be adversely affected and no cumulative visual effects will occur.

Surface Water (Water Resources). The Proposed Action, as well as several of the cumulative projects, will result in additional impervious surfaces. This increases the amount of stormwater runoff and associated surface oils and other pollutants. The proposed project, as well as other cumulative projects, will be required to manage its stormwater runoff in accordance with State and regional NPDES permits and other local regulations, such as VCWPD Ordinance W-2. Refer to Section 4.3.8.2, *Mitigation Measures* for a partial list of regulations and documentation that will be required from all development projects to ensure that cumulative impacts to surface water do not occur. (Also, see **Appendix A**, letter from VCWPD, dated August 31, 2015.)

Groundwater (Water Resources). As previously discussed above under both "Water Use" and "Surface Water," all cumulative projects will be required to comply with existing water use ordinances, water-related permits, and local and regional policies regarding water use and treatment. (Also, see **Appendix A**, letter from VCWPD, dated August 31, 2015, and memorandums from VCWPD, dated September 3, 2015, and September 8, 2015.) Therefore, cumulative impacts on groundwater in the region will be less than significant.

No Action Alternative

No cumulative impacts will occur with the No Action alternative, since this alternative will not result in any physical change at the airport.

Chapter Five
COORDINATION AND PUBLIC INVOLVEMENT

At the onset of the Environmental Assessment (EA), letters were sent to a number of resource agencies seeking input regarding potential environmental resources which might be impacted by the proposed hangar project at Camarillo Airport. This agency scoping period went from August 12, 2015, to September 16, 2015. A list of the agencies contacted, a copy of the information sent, and the responses received are included in this EA in **Appendix A**.

Responses to the scoping materials were received from the following seven agencies:

- California Department of Fish and Wildlife, dated September 16, 2015 – Provided recommendations related to biological surveys, mitigation for the burrowing owl and California horned lark, and lake and streambed alteration agreements;

- Ventura County Watershed Protection District (VCWPD), Water and Environmental Resources Division, dated August 31, 2015 – Provided a "Less than Significant Determination" for the project related to water quality impacts as well as conditions associated with that determination;

- VCWPD, Planning and Regulatory Division, dated September 3, 2015 – Provided information regarding direct stormwater connections to existing drainage channels, VCWPD Ordinance WP-2, and other required permitting processes that might be applicable to the proposed project;

- VCWPD, Groundwater Section, dated September 8, 2015 – Provided information regarding groundwater resources, water supplies, and potentially applicable conditions related to the use of hazardous materials by the proposed project;

- City of Camarillo (City), dated September 16, 2015 – Provided input on the level of analysis requested by the City as well as information related to potential access to the project from Las Posas Road and potential connections to the Camarillo Sanitation District or the City of Camarillo Water Service;

- Ventura County Air Pollution Control District (APCD), date September 15, 2015 – Provided a CalEEmod air emissions modeling run of the proposed project as well as conditions of approval that will be required for the project to receive a determination of "less than significant impacts to regional and local air quality;" and

- County of Ventura Public Works Agency, dated September 4, 2015 – Provided comments related to floodplain management.

Chapter Six
List of Preparers

Chapter Six
LIST OF PREPARERS

Persons responsible for preparation of this Environmental Assessment (EA) document and significant supporting background analysis and materials are listed below.

NAME	EXPERTISE	PROFESSIONAL EXPERIENCE
FEDERAL AVIATION ADMINISTRATION (FAA) REVIEWER		
Gail Campos	Environmental Protection Specialist, Los Angeles Airports District Office (ADO), Western-Pacific Region	M.S., Biology; B.S., Biology; B.A., Recreation Management. 24 years of experience. Performs FAA evaluation of environmental documentation and coordination with federal and state agencies for FAA's Los Angeles ADO.
EA PREPARERS		
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.

Chapter Seven
References

The following documents and websites were utilized during the preparation of this Environmental Assessment (EA):

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Appendices

Appendix A
AGENCY COORDINATION AND SCOPING PROCESS

CAMARILLO AIRPORT
AGENCY CONTACT LIST

The following agencies were contacted by the County of Ventura Department of Airports during the scoping for this Environmental Assessment (EA) to solicit input regarding the Proposed Action and its possible environmental effects:

State

Ed Pert, Regional Manager
California Department of Fish and Wildlife
South Coast Region (Region Five)
3883 Ruffin Road
San Diego, CA 92123

Terry Barrie, Senior Transportation Planner
California Department of Transportation
Division of Aeronautics, Office of Aviation Planning
MS 40, P.O. Box 942874
Sacramento, CA 94274-0001

Regional/County

Renee Purdy, Section Chief
Los Angeles Regional Water Quality Control Board, Regional Programs
320 W. Fourth Street, Suite 200
Los Angeles, CA 90013

Michael Villegas, Air Pollution Control Officer
Ventura County Air Pollution Control District
669 County Square Drive
Ventura, CA 93003

Jeff Pratt, Director
Ventura County Public Works Agency
800 S. Victoria Avenue
Ventura, CA 93009

Tully Clifford, Director
Ventura County Watershed Protection District
800 S. Victoria Avenue
Ventura, CA 93009

Local

Joe Vacca, Director
City of Camarillo Department of Community Development
601 Carmen Drive
Camarillo, CA 93010

Tom Fox, Director
City of Camarillo Public Works Department
P.O. Box 248
Camarillo, CA 93010

In addition, the Federal Aviation Administration (FAA) contacted the following agencies as part of its consultation efforts:

Federal

Steve Henry, Field Supervisor
United States Fish and Wildlife Service
Ventura Fish and Wildlife Office
2493 Portola Road, Ste. B
Ventura, California 93003

Ms. Julianne Polanco, State Historic Preservation Officer
California Department of Parks and Recreation
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

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

- 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 (City), dated September 16, 2015
- Ventura County Air Pollution Control District (APCD), date September 15, 2015
- County of Ventura Public Works Agency, dated September 4, 2015

In addition, FAA completed its consultation responsibilities with the United States Fish and Wildlife Service, the State Historic Preservation Office, and federally-recognized tribes. The resulting correspondence is included in this appendix following the scoping responses listed above.

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

August 12, 2015

Terry Barrie, Senior Transportation Planner
California Department of Transportation Division of Aeronautics
Office of Aviation Planning
MS 40, P.O. Box 942874
Sacramento, CA 94274-0001

RE: Environmental Assessment for Proposed Northeast Hangar Development at Camarillo Airport, Ventura County, California

Dear Mr. Barrie:

The Ventura County Department of Airports, as owner and grant sponsor of Camarillo Airport, is seeking to implement a hangar and taxilane project and associated infrastructure at the Camarillo Airport. The County is currently preparing an Environmental Assessment (EA), pursuant to the *National Environmental Policy Act* (NEPA) *of 1969* and Federal Aviation Administration (FAA) implementing orders for NEPA on the proposed hangar development and related actions. FAA is the Lead Agency for the project under NEPA.

The Northeast Hangar and Taxilane Development Project includes the development of approximately 20 acres of open land on the northeast quadrant of the Camarillo Airport. The project limits to the north and east are an on-airport service road south of the existing Camarillo Hills Drainage Channel and Los 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:

- 105 nested T-hangars and 13 box hangars, to be developed by the County in phases.
- Four approximate 20,000-square foot (sf) 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 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, including storm drain pipe within the proposed pavement limits that will discharge storm water into energy dissipaters to reduce the water velocity. The project will also include a combination of improvements to the airport's existing detention area and bio-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. These drainage improvements are required to meet the local MS4 requirements for storm water runoff.

Three exhibits are attached to this letter for informational purposes. The first is a general location map; the second shows the project study area and the locations of the various project elements; and the third shows a conceptual plan of the proposed hangars, pavement, and drainage basins. The EA evaluation will include not only areas of direct disturbance due to project construction activities, but will address construction staging areas and haul routes. Previously established borrow, disposal, or stockpile areas on the airport may also be utilized.

This letter is for scoping purposes only. The intent of the County is to solicit your comments regarding environmental or social resources and sensitivities potentially associated with, or affected by, the proposed airport development. We are also seeking your input regarding potential cumulative impacts that may occur upon project implementation.

Please send any written comments to my attention by **September 16, 2015**, to the address below:

Mailing Address:	Ventura County Department of Airports 555 Airport Way, Suite B Camarillo, CA 93010
Email Address:	erin.powers@ventura.org
Fax Number:	(805) 388-4366, attn: Erin Powers.

Thank you for your consideration and timely response.

Sincerely,

Erin Powers
Projects Administrator

Enclosures (3)

CC w/enclosures:
Gail Campos, Environmental Protection Specialist, FAA, Los Angeles Airports District Office
Bambi Jake, Airport Grants Manager, Caltrans, Division of Aeronautics

CC w/o enclosures:
Judi Krauss, Coffman Associates

Exhibit 1
LOCATION MAP

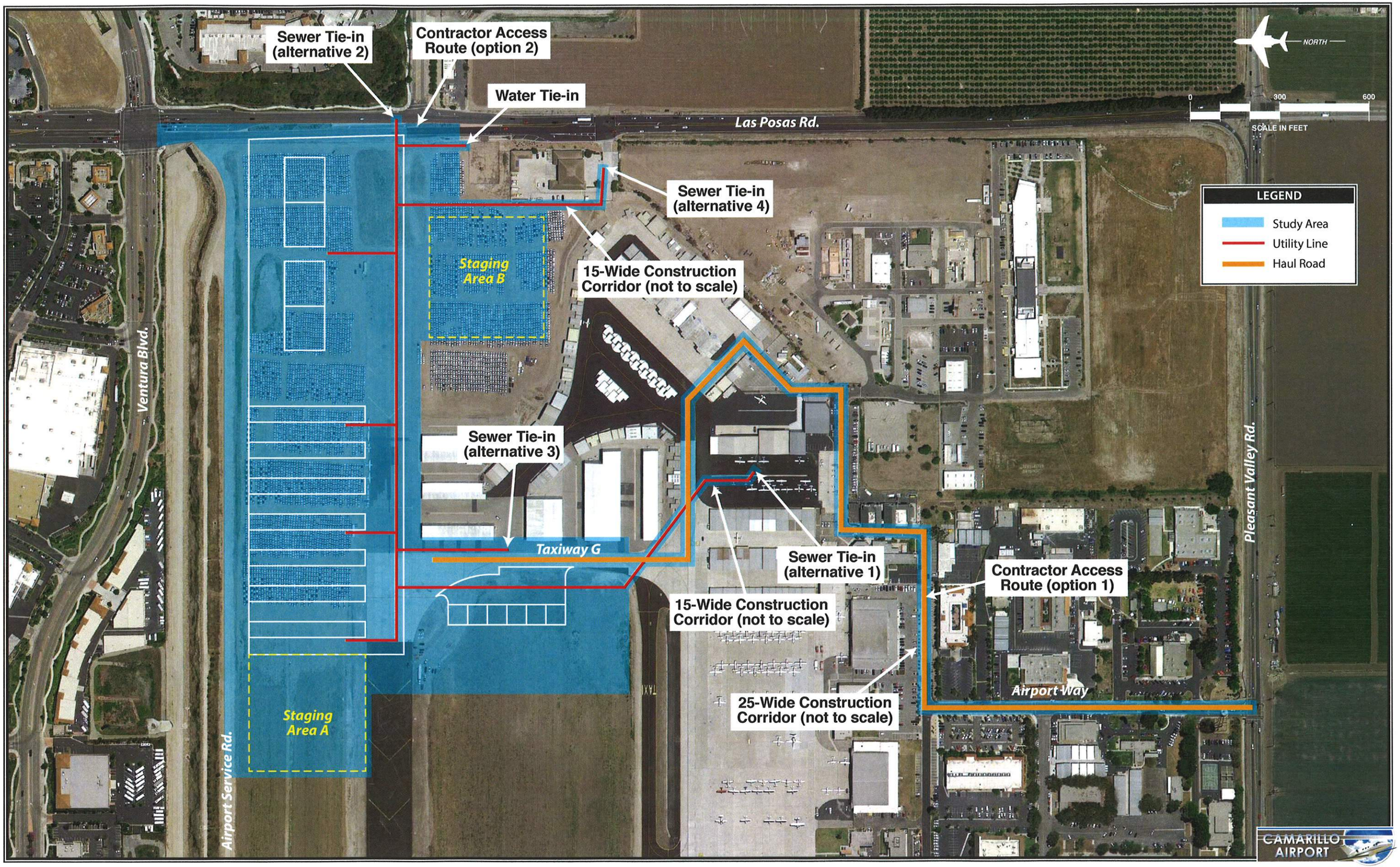

Exhibit 2
PROJECT STUDY AREA

EXISTING AIRPORT SERVICE ROAD

EXISTING CHANNEL

COMBINATION DETENTION/INFILTRATION BASIN

COMBINATION DETENTION/INFILTRATION BASIN

PROPOSED TAXILANE CENTERLINE, TYP

PROPOSED EDGE OF PAVEMENT

RESTROOM, TYP OF 3

25'

33'

66'

66'

20,250 SF, TYP

50'

243' ±

105'

81'

25'

AIRPORT DEVELOPMENT

COMMERCIAL DEVELOPMENT

LAS POSAS ROAD

ULTIMATE RPZ (D-III)

TOFA

TOFA

TOFA

TOFA

80'

70'

EXISTING TAXIWAY G1

DETENTION STORAGE

INFILTRATION PONDING

Proposed Hangars

105 42' (Clear Door) x 33'-10" T-Hangars
7 52' (Clear Door) x 60' Executive Box
6 65' (Clear Door) x 65' Executive Box

Existing Hangars

Future Hangars (Commercial Development)

4 150' x 135' Corporate (By Others)

Proposed Pavement

N

0 150' 300'

FEET

Source: Mead and Hunt, April 21, 2015

CAMARILLO AIRPORT

Exhibit 3
CAMARILLO AIRPORT NORTHEAST
HANGARS CONCEPTUAL PLAN

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

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

M E M O R A N D U M

DATE: September 3, 2015

TO: Erin Powers, Project Administrator

FROM: E. Zia Hosseinipour, Advance Planning 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 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:

Water Resources – Groundwater Quantity

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)

Water Resources – Groundwater Quality

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

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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

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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

U.S Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

P.O. Box 92007
Los Angeles, CA 90009

June 28, 2016

Mr. Steve Henry
Field Supervisor
U.S. Fish & Wildlife Service
Ventura Fish and Wildlife Office
2493 Portola Road, Suite B
Ventura, California 93003

Northeast Hangar Development
Camarillo Airport
Camarillo, Ventura County, California
Biological Assessment

Dear Mr. Henry:

The Federal Aviation Administration (FAA) and Ventura County (County) Department of Airports are in the process of preparing a Draft Environmental Assessment for the proposed Northeast Hangar Development at Camarillo Airport in Camarillo, California. The airport is owned and operated as a public use airport by the County of Ventura. The proposed project is for the development of approximate 20-acres of land on the northeast quadrant of Camarillo Airport. The proposed project involves construction of 122 hangars, taxi lanes, utility extensions, and a drainage collection system. Improvements will also be made to the airport's existing detention area and bio-infiltration facilities.

The U.S. Fish and Wildlife Service's (Service) Information Planning and Conservation System (IPaC) Official Species List (08EVEN00-2016-SLI-0360) indicated that 11 federally listed species have the potential to occur in the proposed project area. In an effort to ensure compliance with the Endangered Species Act of 1973, as amended, the FAA required a Biological Assessment (BA) be prepared to evaluate the proposed project's potential impact on federally listed threatened and endangered species. The BA titled *Camarillo Airport Northeast Hangar Development Project Biological Evaluation* was prepared in May 2016, by SWCA Environmental Consultants, of San Luis Obispo, California. The BA concluded that due to the lack of suitable habitat, no observation of species during the field survey, and on-going land disturbance, no direct, indirect, or cumulative effects to Federally listed threatened and endangered species are expected to occur with this proposed project.

Based on the information in the Biological Evaluation, the FAA has determined that the proposed project will have no effect on federally listed species and therefore, formal Section 7 consultation is not necessary.

We request your written concurrence on the FAA's determination at your earliest convenience. If you have any additional questions concerning this matter, please contact me at 310/725-3614 or gail.campos@faa.gov.

Sincerely,

Gail Campos

Gail Campos
Environmental Protection Specialist

Enclosures:
Camarillo Airport Northeast Hangar Development Project Biological Evaluation, May 2016.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ventura Fish and Wildlife Office
2493 Portola Road, Suite B
Ventura, California 93003

IN REPLY REFER TO:
08EVEN00-2016-TA-0542

August 18, 2016

Gail Campos, Environmental Protection Specialist
Los Angeles Airport District Office
Federal Aviation Administration
P. O. Box 92007
Los Angeles, California 90009

Subject: Camarillo Airport Northeast Hangar Development Project

Dear Ms. Campos,

We have reviewed the Biological Evaluation for the Camarillo Airport Northeast Hangar Development Project. The County of Ventura Department of Airports (Applicant) is proposing to construct 122 hangars, taxi lanes, utility extensions, and a drainage collection system on 20 acres of land. The project would be located at 555 Airport Way in the City of Camarillo, Ventura County, California.

Section 7(a)(2) of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*), requires Federal agencies to ensure that any actions they undertake, fund, or authorize are not likely to jeopardize the continued existence of listed species or adversely modify designated critical habitat. As an initial step in complying with section 7(a)(2), the implementing regulations require the Federal agency to determine whether its action "may affect" listed species or critical habitat (50 Code of Federal Regulations 402.14(a)). If the proposed action may affect listed species or critical habitat, the Endangered Species Act requires that the Federal agency consult with the U.S. Fish and Wildlife Service (Service).

You have determined that the proposed action would have "no effect" on any listed threatened or endangered species or designated critical habitat, and you have requested our concurrence with your determination. Although the regulations implementing section 7(a)(2) of the Endangered Species Act (50 CFR 402) do not require our concurrence with a "no effect" determination made by a federal agency, the regulations do enable the Service to request that a Federal agency "enter into consultation if (the Service) identifies any action of that agency that may affect listed species or critical habitat and for which there has been no consultation" [50 CFR 402.14(a)]. We do not agree with your determination and request that you enter into consultation with the

Service regarding the proposed action because the project may lead to increased air traffic (particularly of low-flying ultralight aircraft) over Ventura County beaches which may impact listed species in the region.

Low-flying air craft are known to cause the federally threatened western snowy plover (*Charadrius nivosus nivosus*) and endangered California least tern (*Sterna antillarum browni*) to flush from breeding areas (B. Standley, pers. comm.). Western snowy plovers are known to use Ventura County beaches to breed and forage from Point Mugu Naval Base to the south to San Buenaventura State Beach to the north. The California least tern is also a common summer resident at Ventura County beaches. Aircraft flying within 500 feet of the ground may harm or harass western snowy plovers and California least terns, particularly during their breeding seasons, which combined run from March 15 to September 15. Low-flying aircraft may cause these species to abandon territories, eggs, and chicks. Repeated flushing of western snowy plovers and California least terns (e.g. from repeated overflights of a beach by an aircraft) result in excessive energy demands on individuals which can result in later injury or mortality. The Service has been aware of this interaction between low-flying aircraft and these species for more than a decade. The Service identified ultralight aircraft traffic originating from Camarillo Airport in particular as harassing these species in a letter dated March 9, 2005 (C. Dellith, pers. comm.). The Service encourages you to coordinate with us to analyze the effects of the proposed project on listed species.

If you have any questions, please contact Dou-Shuan Yang of the Ventura Fish and Wildlife Office at (805) 644-1766, extension 313 or by electronic mail at Dou-Shuan_Yang@fws.gov.

Sincerely,

Collette M. Thogerson

Collette M. Thogerson, Ph.D.
Assistant Field Supervisor

In litteris references

Dellith, Chris. 2005. Senior Biologist, U.S. Fish and Wildlife Service Ventura Field Office, Ventura, California. Letter addressed to Tad Dougherty, Camarillo Airport Manager, dated March 9, 2005.

Standley, Bill. 2016. Fish and Wildlife Biology, U.S. Fish and Wildlife Service Ventura Field Office, Ventura, California. Letter addressed to Brent Brown, Oxnard Airport Operations Supervisor, dated May 17, 2016.

Federal Aviation Administration

Memorandum

Date: September 20, 2016

To: Memo for File

From: Gail Campos, LAX-600.2

Prepared by: Gail Campos, LAX-600.2

Subject: U.S. Fish and Wildlife Service Disagreement of FAA's Determination Letter

Phone Call to Dou-Shuan Yang
805-644-1766 x313

A phone call was made to Dou-Shuan Yang of the U.S Fish and Wildlife Ventura Office regarding their disagreement of the FAA's determination that the proposed action would have "no effect" to listed species. The USFWS disagreement was based on concerns of increased air traffic, particularly ultralight aircraft, over Ventura County beaches. I explained that the proposed action would not increase the ultralight air traffic. The hangar development will be on the opposite side of the airport than the ultralights and for other existing aircraft based at Camarillo Airport. I asked if the USFWS could send a letter agreeing with our "No Effect" determination. Mr. Yang stated that the FAA could determine that there is "no effect" the USFWS does not sent "no effect" letters.

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ventura Fish and Wildlife Office
2493 PORTOLA ROAD, SUITE B
VENTURA, CA 93003
PHONE: (805)644-1766 FAX: (805)644-3958

Consultation Code: 08EVEN00-2016-SLI-0360 April 26, 2016
Event Code: 08EVEN00-2016-E-00648
Project Name: Camarillo Airport Northeast Hangar Development Project

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed list identifies species listed as threatened and endangered, species proposed for listing as threatened or endangered, designated and proposed critical habitat, and species that are candidates for listing that may occur within the boundary of the area you have indicated using the U.S. Fish and Wildlife Service's (Service) Information Planning and Conservation System (IPaC). The species list fulfills the requirements under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 et seq.). Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the species list should be verified after 90 days. We recommend that verification be completed by visiting the IPaC website at regular intervals during project planning and implementation for updates to species lists following the same process you used to receive the enclosed list. Please include the Consultation Tracking Number in the header of this letter with any correspondence about the species list.

Due to staff shortages and excessive workload, we are unable to provide an official list more specific to your area. Numerous other sources of information are available for you to narrow the list to the habitats and conditions of the site in which you are interested. For example, we recommend conducting a biological site assessment or surveys for plants and animals that could help refine the list.

If a Federal agency is involved in the project, that agency has the responsibility to review its proposed activities and determine whether any listed species may be affected. If the project is a major construction project*, the Federal agency has the responsibility to prepare a biological assessment to make a determination of the effects of the action on the listed species or critical habitat. If the Federal agency determines that a listed species or critical habitat is likely to be adversely affected, it should request, in writing through our office, formal consultation pursuant to section 7 of the Act. Informal consultation may be used to exchange information and resolve

conflicts with respect to threatened or endangered species or their critical habitat prior to a written request for formal consultation. During this review process, the Federal agency may engage in planning efforts but may not make any irreversible commitment of resources. Such a commitment could constitute a violation of section 7(d) of the Act.

Federal agencies are required to confer with the Service, pursuant to section 7(a)(4) of the Act, when an agency action is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat (50 CFR 402.10(a)). A request for formal conference must be in writing and should include the same information that would be provided for a request for formal consultation. Conferences can also include discussions between the Service and the Federal agency to identify and resolve potential conflicts between an action and proposed species or proposed critical habitat early in the decision-making process. The Service recommends ways to minimize or avoid adverse effects of the action. These recommendations are advisory because the jeopardy prohibition of section 7(a)(2) of the Act does not apply until the species is listed or the proposed critical habitat is designated. The conference process fulfills the need to inform Federal agencies of possible steps that an agency might take at an early stage to adjust its actions to avoid jeopardizing a proposed species.

When a proposed species or proposed critical habitat may be affected by an action, the lead Federal agency may elect to enter into formal conference with the Service even if the action is not likely to jeopardize or result in the destruction or adverse modification of proposed critical habitat. If the proposed species is listed or the proposed critical habitat is designated after completion of the conference, the Federal agency may ask the Service, in writing, to confirm the conference as a formal consultation. If the Service reviews the proposed action and finds that no significant changes in the action as planned or in the information used during the conference have occurred, the Service will confirm the conference as a formal consultation on the project and no further section 7 consultation will be necessary. Use of the formal conference process in this manner can prevent delays in the event the proposed species is listed or the proposed critical habitat is designated during project development or implementation.

Candidate species are those species presently under review by the Service for consideration for Federal listing. Candidate species should be considered in the planning process because they may become listed or proposed for listing prior to project completion. Preparation of a biological assessment, as described in section 7(c) of the Act, is not required for candidate species. If early evaluation of your project indicates that it is likely to affect a candidate species, you may wish to request technical assistance from this office.

Only listed species receive protection under the Act. However, sensitive species should be considered in the planning process in the event they become listed or proposed for listing prior to project completion. We recommend that you review information in the California Department of Fish and Wildlife's Natural Diversity Data Base. You can contact the California Department of Fish and Wildlife at (916) 324-3812 for information on other sensitive species that may occur in this area.

[*A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)

(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.]

Attachment

Official Species List

Provided by:

Ventura Fish and Wildlife Office
2493 PORTOLA ROAD, SUITE B
VENTURA, CA 93003
(805) 644-1766

Consultation Code: 08EVEN00-2016-SLI-0360
Event Code: 08EVEN00-2016-E-00648

Project Type: DEVELOPMENT

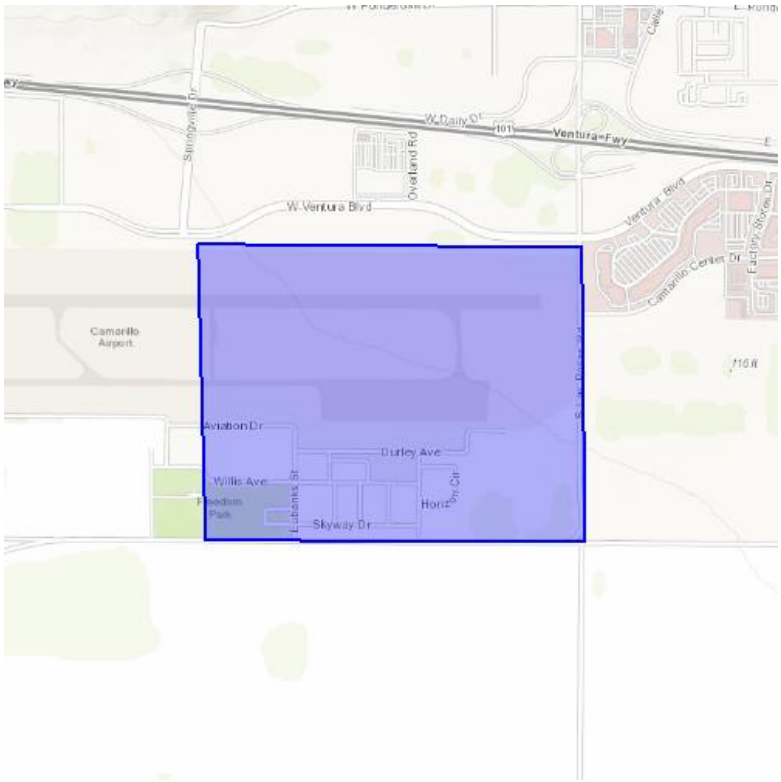
Project Name: Camarillo Airport Northeast Hangar Development Project
Project Description: Camarillo Airport (CMA) is located at 555 Airport Way in the city of Camarillo, Ventura County, California. The proposed action includes the development of approximately 20 acres of open land on the northeast quadrant of CMA. The project action area is bound to the north by an on-airport service road located south of the Camarillo Hills Drainage Channel, and to the east by Los Posas Road. The western boundary of the project is approximately 250 feet west of existing Taxiway G1, and the southern boundary is adjacent to Pleasant Valley Road.

The proposed action includes development of six box hangars, seven executive hangars, and 105 nested T-hangars by the County in phases. Development of four approximately 20,000-square-foot corporate hangar buildings by a private developer. 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, sewer, electrical, and communication. Construction of a drainage collection system, including concrete valley gutters, storm drain pipe, and catch basins. The project will 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 action. Construction activities may include grubbing, grading, pouring of foundations, construction of hangar facilities, asphalt or concrete paving, trenching, installation of utility lines and drainage lines, backfill and compaction of trenches, infiltration facilities, and paving of trenches to match existing grade. The actual building dimensions and locations may vary depending on the future developer's plan for the allowable lease area.

There would be two staging areas, one west of the project area north of Runway 8-26, and the second south of the project area. Both staging areas are disturbed vacant areas. Site access will occur via established on-airport roads through airport security gates. No new access to Las Posas Road is proposed.

Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-119.08527374267578 34.215634934148014, -119.08493041992186 34.20569774640114, -119.06956672668457 34.2056622543451, -119.06965255737305 34.21552847048936, -119.08527374267578 34.215634934148014)))

Project Counties: Ventura, CA

Endangered Species Act Species List

There are a total of 11 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

Amphibians	**Status**	**Has Critical Habitat**	**Condition(s)**
California red-legged frog *(Rana draytonii)* Population: Entire	Threatened	Final designated	
Birds			
Coastal California gnatcatcher *(Polioptila californica californica)* Population: Entire	Threatened	Final designated	
Least Bell's vireo *(Vireo bellii pusillus)* Population: Entire	Endangered	Final designated	
Marbled murrelet *(Brachyramphus marmoratus)* Population: CA, OR, WA	Threatened	Final designated	
Southwestern Willow flycatcher *(Empidonax traillii extimus)* Population: Entire	Endangered	Final designated	
Crustaceans			
Riverside fairy shrimp	Endangered	Final designated	

(Streptocephalus woottoni) Population: Entire			
Vernal Pool fairy shrimp *(Branchinecta lynchi)* Population: Entire	Threatened	Final designated	
Flowering Plants			
California Orcutt grass *(Orcuttia californica)*	Endangered		
Gambel's watercress *(Rorippa gambellii)*	Endangered		
Marsh Sandwort *(Arenaria paludicola)*	Endangered		
Spreading navarretia *(Navarretia fossalis)*	Threatened	Final designated	

Critical habitats that lie within your project area

There are no critical habitats within your project area.

U.S Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Los Angeles Airports District Office

PO Box 92007
Los Angeles, CA 90009

November 9, 2016

Ms. Julianne Polanco
State Historic Preservation Officer
California Department of Parks and Recreation
Office of Historic Preservation
1725 23rd Street, Suite 100
Sacramento, California 95816

Dear Ms. Polanco:

Camarillo Airport
Draft Environmental Assessment (EA)
Proposed Northeast Hangar Development Project
Camarillo, Ventura County, California
Section 106 Consultation

The Federal Aviation Administration (FAA) and the County of Ventura (County) are in the process of preparing an Environmental Assessment (EA) and providing federal funding assistance for a proposed northeast hangar development on Camarillo Airport (Airport) in the City of Camarillo, Ventura County, California. The airport is a public use airport managed by the County. The FAA is the lead federal agency thereby charged with conducting Section 106 consultation with the State Historic Preservation Office.

Project Information

The proposed undertaking consists of developing up to one hundred and five (105) nested T-hangars and thirteen (13) executive box hangars to be constructed by the County in phases on twenty (20) acres of 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, utility, and drainage infrastructure. Space is 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 proposed undertaking would occur on existing airport property. Enclosed is an exhibit that shows the Area of Potential Effect (APE) to help illustrate where the proposed undertaking is located.

Project Consultation

A South Central Coast Information Center's (SCCIC) California Historical Resources Information System (CHRIS) search on August 4, 2015 identified twenty-three (23) cultural resources studies conducted within a 0.5-mile radius of and including six (6) within the APE. No

cultural resources within the APE were recorded from the previous surveys revealed in the CHRIS search. However, two previously identified historic building were recorded within the 0.5 mile radius, both greater than 0.25 miles away from the APE. On August 27, 2015, a pedestrian survey of the approximately 47.3 acre APE was conducted and no cultural resources were identified. These finding are documented in the *Camarillo Airport Northeast Hangar Development Project Cultural Resource Survey Report* (Report) dated May 17, 2016, enclosed. This report provides information and comparative analyses to determine if the proposed action would result in potentially significant adverse effects to cultural, historical, or archaeological resources. Based on the information contained within the Report, the FAA has determined there are no cultural resources or historic properties listed or eligible for listing on the National Register of Historic Places within the APE for the proposed undertaking.

The FAA received a listing of Native American tribal representatives from the State of California Native American Heritage Commission to solicit further information regarding the proposed undertaking. Letters were sent on October 6, 2016 by the FAA to initiated formal Section 106 consultation with three Bands of the Chumash Indians. These letters were sent to inquire as to whether the tribal representatives have concerns about the project as it may relate to historic properties of a traditional, religious, or cultural significance.

The FAA received one response by telephone from Mr. Freddie Romero, Cultural Preservation Consultant for the Santa Ynez Band of Mission Indians. Mr. Romero stated he had no comment on the hangar development and wanted to make sure the other local tribes, specifically the Ventureno Band of Mission Indians, were contacted. The FAA reassured him that they were contacted. No other responses were received.

The FAA is initiating Section 106 consultation with your office, effective the date of this letter. In accordance with 36 CFR 800, the FAA has determined that the proposed undertaking at Camarillo Airport will have no adverse effect on any prehistoric, historic, archaeological, or cultural resources.

We request your written concurrence for:

- the APE;
- and a No Historic Properties Affected Determination.

Please provide your written response within thirty days of receiving this letter, or we will presume you have no comments regarding the proposed undertaking.

If you have any questions or require additional information, please feel free to contact me at (310) 725-3614 or gail.campos@faa.gov.

Sincerely,

Gail Campos

Gail Campos
Environmental Protection Specialist

Enclosures:

1) *Camarillo Airport Northeast Hangar Development Project Cultural Resource Survey Report*
2) Area of Potential Effect Exhibit

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

December 13, 2016

Reply In Reference To: FAA_2016_1121_001

Gail Campos
Environmental Protection Specialist
Federal Aviation Administration
Los Angeles Airports District Office
PO Box 92007
Los Angeles, CA 90009

RE: Northeast Hangar Development Project, Camarillo Airport, Camarillo, California

Dear Ms. Campos:

The Federal Aviation Administration (FAA) is consulting with the State Historic Preservation Officer (SHPO) in an effort to comply with Section 106 of the National Historic Preservation Act of 1966 and its implementing regulations, as amended, found at 36 CFR Part 800. The FAA is requesting concurrence with a finding of No Historic Properties Affected.

The FAA and the County of Ventura are in the process of preparing an Environmental Assessment and providing federal funding assistance for a proposed northeast hangar development on Camarillo Airport. The project consists of developing up to one hundred and five (105) nested T-hangers and thirteen (13) executive box hangars on twenty acres of open land in the northeast quadrant of the Camarillo Airport. Established roads will be used to access the project area. Related improvements include taxilane construction, utilities installation, and drainage infrastructure construction. Space will be reserved two 50,000 square foot hangars and four 25,000 square foot hangers that will be developed at a future date.

The Area of Potential Effects (APE) for this undertaking is defined as all areas of ground disturbance associated with this project, as depicted on the aerial image included with the FAA's supporting documentation. The APE encompasses approximately 47 acres.

The FAA conducted a records search at the South Central Coastal Information Center on August 4, 2015. Twenty three cultural resources studies have been conducted within a 0.5-mile radius of the APE (six of the studies included portions of the APE). No Historic properties were identified. In addition to the records search, an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards performed a pedestrian survey of the APE. The survey did not reveal the presence of historic properties.

The FAA received a list of Native American tribal representatives from the State of California Native American Heritage Commission. The FAA wrote to each of these representatives to solicit input on the undertaking. The agency received one response by telephone from Freddie Romero, Cultural Preservation Consultant for the Santa Ynez Band of Mission Indians. Mr. Romero stated he had no comment on the hangar development and wanted to make sure the other local tribes, specifically the

Ventureno Band of Mission Indians, were contacted. The FAA reassured him that they were contacted. No other responses were received.

Having reviewed the FAA's submittal, SHPO offers the following comments:

- The APE appears sufficient to account for direct and indirect effects;
- SHPO concurs that the project, as described, will not affect historic properties;
- Please be reminded that in the event of an unanticipated discovery or change in scale or scope of the undertaking, the FAA may have additional responsibilities under 36 CFR Part 800.

If the FAA has any questions or concerns, please contact State Historian Tristan Tozer at (916) 445-7027 or by email at Tristan.Tozer@parks.ca.gov.

Sincerely,

Julianne Polanco
State Historic Preservation Officer

U.S Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division
Los Angeles Airports District Office

P.O. Box 92007
Los Angeles, CA 90009-2007

October 6, 2016

Julie Lynn Tumamait-Stennslie
Chair
Barbareno/Ventureno Band of Mission Indians
365 North Poli Avenue
Ojai, California 93023

Dear Ms. Tumamait-Stennslie:

**Proposed Camarillo Airport Northeast Hangar Development,
Ventura County, California, Native American Consultation Initiation**

The Federal Aviation Administration (FAA) and the County of Ventura are preparing an Environmental Assessment (EA) evaluating the potential impacts resulting from the construction and operation of various proposed improvements at Camarillo Airport. The County of Ventura is the sponsor for Camarillo Airport. The FAA is the lead Federal Agency for Native American consultation for the proposed project. Tribal sovereignty, culture, traditional values and customs will be respected at all times during the consultation process.

Consultation Initiation

With this letter, the FAA is seeking input on concerns that uniquely or significantly affect your Tribe related to proposed airport improvements. Early identification of Tribal concerns, or known properties of traditional religious and cultural importance, will allow the FAA to consider ways to avoid or minimize potential impacts to Tribal resources as project planning and alternatives are developed and refined. We are available to discuss the details of the proposed project with you.

Project Information

The proposed undertaking consists of developing 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, utility, and drainage infrastructure. Space is 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 proposed undertaking would occur on existing

airport property. Enclosed is an exhibit that shows the Area of Potential Effect to help illustrate where the proposed undertaking is located.

Confidentiality

We understand that you may have concerns about the confidentiality of information on areas or resources of traditional, religious, and cultural importance to your Tribe. We are available to discuss these concerns and develop procedures to ensure the confidentiality of such information is maintained.

FAA Contact Information

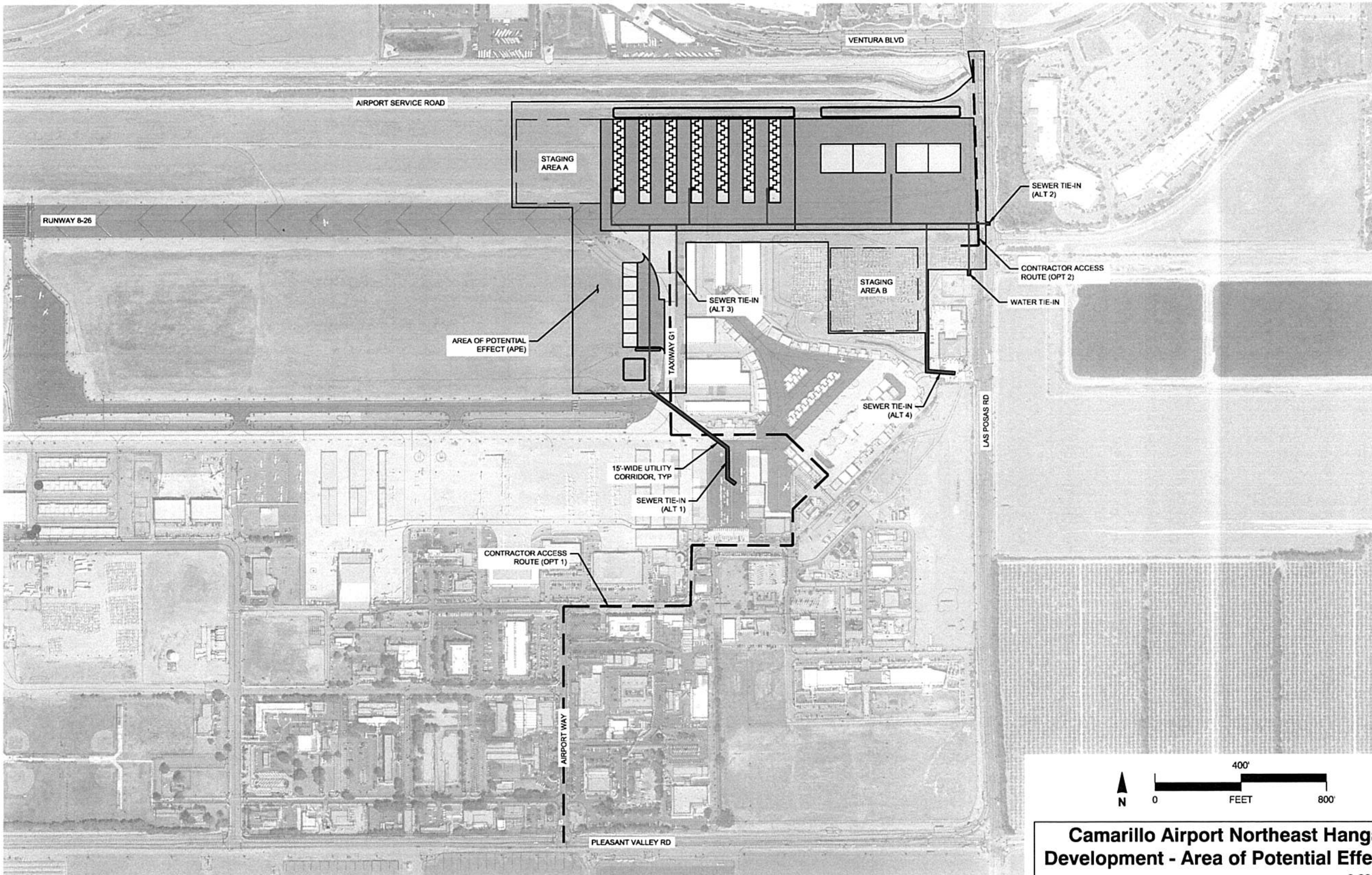
If you wish to provide comments related to this proposed project, please contact me, at the address above or by telephone at 310-725-3614 or by e-mail at gail.campos@faa.gov.

Sincerely,

Gail Campos

Gail Campos
Environmental Protection Specialist

1 Enclosure



Source: Mead & Hunt, Inc.

Camarillo Airport Northeast Hangar Development - Area of Potential Effect

6-29-15
Sheet 1 of 1

U.S Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division
Los Angeles Airports District Office

P.O. Box 92007
Los Angeles, CA 90009-2007

October 6, 2016

Mia Lopez
Chairperson
Coastal Band of the Chumash Nation
P.O. Box 4464
Santa Barbara, California 93140-4464

Dear Ms. Lopez:

**Proposed Camarillo Airport Northeast Hangar Development,
Ventura County, California, Native American Consultation Initiation**

The Federal Aviation Administration (FAA) and the County of Ventura are preparing an Environmental Assessment (EA) evaluating the potential impacts resulting from the construction and operation of various proposed improvements at Camarillo Airport. The County of Ventura is the sponsor for Camarillo Airport. The FAA is the lead Federal Agency for Native American consultation for the proposed project. Tribal sovereignty, culture, traditional values, and customs will be respected at all times during the consultation process.

Consultation Initiation

With this letter, the FAA is seeking input on concerns that uniquely or significantly affect your Tribe related to proposed airport improvements. Early identification of Tribal concerns, or known properties of traditional, religious, and cultural importance, will allow the FAA to consider ways to avoid or minimize potential impacts to Tribal resources as project planning and alternatives are developed and refined. We are available to discuss the details of the proposed project with you.

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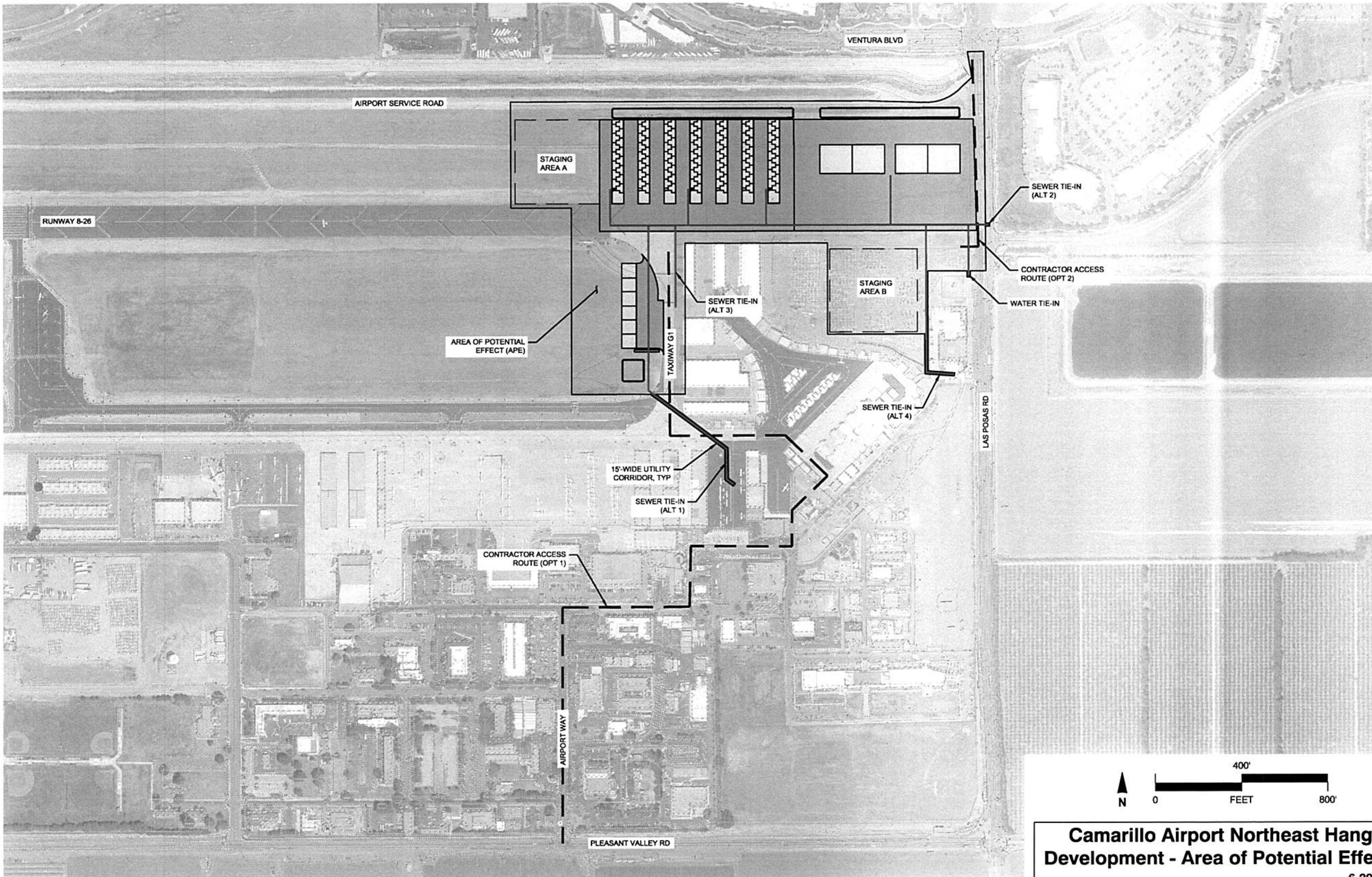
Sincerely,

Gail Campos

Gail Campos
Environmental Protection Specialist

1 Enclosure



Source: Mead & Hunt, Inc.

Camarillo Airport Northeast Hangar Development - Area of Potential Effect

6-29-15

Sheet 1 of 1

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U.S Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

P.O. Box 92007
Los Angeles, CA 90009-2007

OCT 05 2016

Kenneth Kahn
Chairperson
Santa Ynez Band of Mission Indians
P.O. Box 517
Santa Ynez, California 93460

Subject: Proposed Camarillo Airport Northeast Hangar Development, Camarillo, Ventura County, California, Government-to-Government Consultation Initiation

Dear Mr. Kahn:

Government-to-Government Consultation Initiation

The Federal Aviation Administration (FAA) and the County of Ventura are preparing an Environmental Assessment (EA) evaluating the potential impacts resulting from the construction and operation of various proposed improvements at Camarillo Airport. The County of Ventura is the sponsor for Camarillo Airport. The FAA is the lead Federal Agency for Government-to-Government consultation for the proposed project. Tribal sovereignty, culture, traditional values, and customs will be respected at all times during the consultation process.

Purpose of Government-to-Government Consultation

The primary purpose of Government-to-Government consultation, as described in Federal Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments*, and FAA Order 1210.20, *American Indian and Alaska Native Tribal Consultation Policy and Procedures*, is to ensure that Federally Recognized Tribes are given the opportunity to provide meaningful and timely input regarding proposed FAA actions that uniquely or significantly affect the Tribes. I am the FAA Official with the responsibility of coordinating Government-to-Government consultations with Tribes under FAA Order 1210.20.

Consultation Initiation

With this letter, the FAA is seeking input on concerns that uniquely or significantly affect your Tribe related to proposed airport improvements. Early identification of Tribal concerns, or known properties of traditional, religious, and cultural importance, will allow the FAA to consider ways to avoid or minimize potential impacts to Tribal resources as project planning and alternatives are developed and refined. We are available to discuss the details of the proposed project with you.

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Confidentiality

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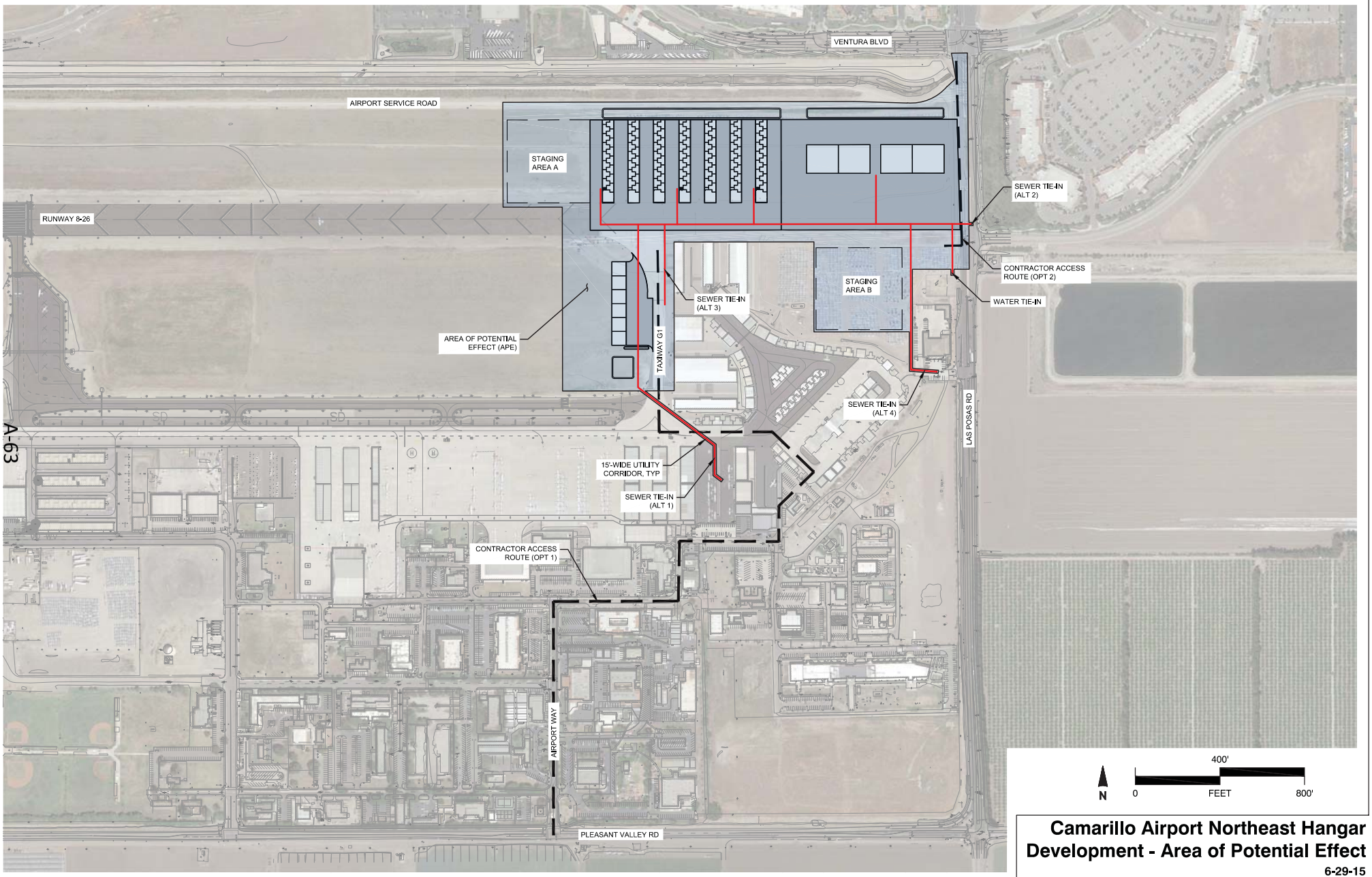
FAA Contact Information

Your timely response within 30-days of receipt of this correspondence will greatly assist us in incorporating your concerns into project planning. If you wish to provide comments related to this proposed project, please contact Gail M. Campos, Environmental Protection Specialist, at the address above or by telephone at 310-725-3614 or by e-mail at gail.campos@faa.gov. Please feel free to contact me directly at 310-725-3600 or mark.mcclardy@faa.gov.

Sincerely,

Mark A. McClardy
Director, Office of Airports
Western-Pacific Region

1 Enclosure



Source: Mead & Hunt, Inc.

Camarillo Airport Northeast Hangar Development - Area of Potential Effect

6-29-15

Sheet 1 of 1

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