

NEGATIVE DECLARATION
FOR THE
ARNEILL ROAD MIXED-USE PROJECT
(GPA 2019-2, CZ-239, and CUP-400)

Lead Agency:

City of Camarillo
601 Carmen Drive
Camarillo, CA 93010

Prepared by:

Cadence Environmental Consultants
Camarillo, CA 93010



January 2023

CITY OF CAMARILLO

NEGATIVE DECLARATION

This Negative Declaration has been prepared based on the Initial Study evaluating the development and operation of the proposed Arneill Road Mixed-Use project. If approved by the City of Camarillo, project implementation will involve the development and operation/occupancy of a mixed-use development consisting of nine (9) multi-family residential units reserved for very low income households and 500 square feet of commercial space in two buildings..

Potentially significant environmental impacts associated with the development and operation of the proposed project have been assessed in an Initial Study (attached to this Negative Declaration). This Negative Declaration and the attached Initial Study have been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) of 1970 as amended (California Public Resources Code, § 21000 et seq.), the Guidelines for Implementation of the California Environmental Quality Act (State CEQA Guidelines) (14 CCR 15000 et seq.), and the City of Camarillo CEQA Environmental Guidelines.

Section 15070 of the State CEQA Guidelines indicates that a proposed Negative Declaration shall be prepared for a project subject to CEQA when either:

- a. The Initial Study shows that there is no substantial evidence that the project may have a significant effect on the environment, or
- b. The Initial Study identified potentially significant effects but:
 1. Revisions in the project plans or proposals made by or agreed to by the applicant before the proposed Negative Declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and
 2. There is no substantial evidence before the agency that the project as revised may have a significant effect on the environment.

Based on the analysis provided in the Initial Study, the proposed project does not have the potential to significantly impact the local environment. Therefore, in accordance with CEQA, this Negative Declaration has been prepared.

Section 15071 of the State CEQA Guidelines indicates that a Negative Declaration circulated for public review shall include the following:

- a. A brief description of the project, including a commonly used name for the project, if any;

- b. The location of the project, preferably shown on a map, and the name of the project proponent;
- c. A proposed finding that the project would not have a significant effect on the environment;
- d. An attached copy of the Initial Study documenting reasons to support the finding; and
- e. Mitigation measures, if any, included in the project to avoid potentially significant effects.

The Initial Study is attached to this Negative Declaration. All other applicable items (project description, location, and proposed findings) are included within the attached Initial Study. The mitigation measures recommended to reduce potentially significant impacts to less than significant levels are also identified in the Initial Study.

INITIAL STUDY
FOR THE
ARNEILL ROAD MIXED-USE PROJECT
(GPA 2019-2, CZ-239, and CUP-400)

Lead Agency:

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January 2023

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INTRODUCTION

INTRODUCTION

The subject of this Initial Study is the requested approvals to develop and operate a new mixed-use residential and commercial development in Camarillo, California. The City of Camarillo is the lead agency under the California Environmental Quality Act (CEQA) for the proposed project.

Project Information

Project Title: Arneill Road Mixed-Use

Project Location: The proposed project site is located along the eastern side of Arneill Road and is the one vacant lot located between the Brake Masters at 238 Arneill Road and Jiffy Lube at 274 Arneill Road. Previous residential uses at the site had addresses of 248-276 Arneill Road.

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PURPOSES OF THE INITIAL STUDY

This Initial Study has been prepared in accordance with relevant provisions of the California Environmental Quality Act of 1970 (Pub. Resources Code, § 21000 *et seq.*), as amended, the Guidelines for Implementation of the California Environmental Quality Act (California Code of Regulations, Title 14, Chapter 14, § 15000 *et seq.*) (State CEQA Guidelines) as revised through January 1, 2022, and the City of Camarillo CEQA Environmental Guidelines. State CEQA Guidelines § 15063(c) states that the purposes of an Initial Study are to:

1. Provide the Lead Agency (i.e., the City of Camarillo) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Mitigated Negative Declaration;
4. Assist the preparation of an EIR, if one is required, by:
 - Focusing the EIR on the effects determined to be significant;

- Identifying the effects determined not to be significant;
 - Explaining the reasons why potentially significant effects would not be significant; and
 - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
4. Facilitate environmental assessment early in the design of a project;
 5. Provide documentation of the factual basis for the finding in a Mitigated Negative Declaration or Negative Declaration that a project will not have a significant effect on the environment;
 6. Eliminate unnecessary EIRs; and
 7. Determine whether a previously prepared EIR could be used with the project.

Determination that Initial Study should be conducted

If a project is subject to the requirements of CEQA and does not meet any exemption criteria, an Initial Study is used to determine if the project may have a significant effect on the environment. If the lead agency can determine that an EIR clearly will be required for a project, an Initial Study is not required but may still be made if determined to be desirable. If it is determined that an Initial Study is required for a project, all phases of project planning, implementation, and operation are considered in the environmental assessment of the project.

Use of the Initial Study

The Initial Study is intended to be used to provide information as the basis for the determination of whether a Negative Declaration, Mitigated Negative Declaration, or an EIR shall be prepared for a project. The Initial Study shall also be used to identify whether a program EIR, master EIR, tiering or another appropriate process can be used for analysis of the project's environmental effects.

Determining the significance of environmental impacts is a critical and often controversial aspect of the environmental review process. It is critical because a determination of significance may require that the project be substantially altered, or that mitigation measures be readily employed to avoid the impact or reduce it below the level of significance. If the significant impact cannot be reduced or avoided, an EIR must be prepared. An EIR is a detailed statement that describes and analyzes the significant environmental impacts of a proposed project, discusses ways to reduce or avoid them, and suggests alternatives to the project, as proposed, that are capable of reducing or eliminating one or more significant impacts of the project.

Where a project is revised in response to an Initial Study, so that potential adverse effects are mitigated to a point where no significant environmental effects will occur, a Mitigated Negative Declaration shall be

prepared instead of an EIR. If the project will still result in one or more significant effects on the environment after mitigation measures are added to the project, an EIR shall be prepared.

When the Initial Study concludes that no EIR is necessary, the Initial Study also provides documentation of the factual basis for the finding that the project will not have a significant effect on the environment.

ORGANIZATION OF THE INITIAL STUDY

This Initial Study has been formatted for ease of use and reference. To help the reader locate information of particular interest, a brief summary of the contents of each section of the Initial Study is provided. The following sections are contained within the Initial Study:

Introduction: This section introduces the subject of this Initial Study.

Project Description: This section defines the project location, describes the physical characteristics of the project site, describes the project as proposed by the project applicant, and identifies the approvals requested of the City of Camarillo for project implementation.

Determination: This section identifies the determination by the City of Camarillo as to whether a Negative Declaration or an EIR shall be prepared for the proposed project.

Evaluation of Environmental Impacts: The Evaluation of Environmental Impacts is the primary focus of the Initial Study. An evaluation of potential environmental impacts is provided for each environmental issue identified in the City of Camarillo CEQA Environmental Guidelines.

DOCUMENTS INCORPORATED BY REFERENCE

The City of Camarillo General Plan, as amended through September 2021, is applicable to development of the proposed project site and is hereby incorporated by reference. It is available for review at:

Public Service Counter
City of Camarillo Department of Community Development
601 Carmen Drive, Camarillo, CA 93010
805-388-5300

Hours: Monday - Friday: 8:00 am through 5:00 pm.

And online at https://www.cityofcamarillo.org/departments/community_development/general_plan.php.

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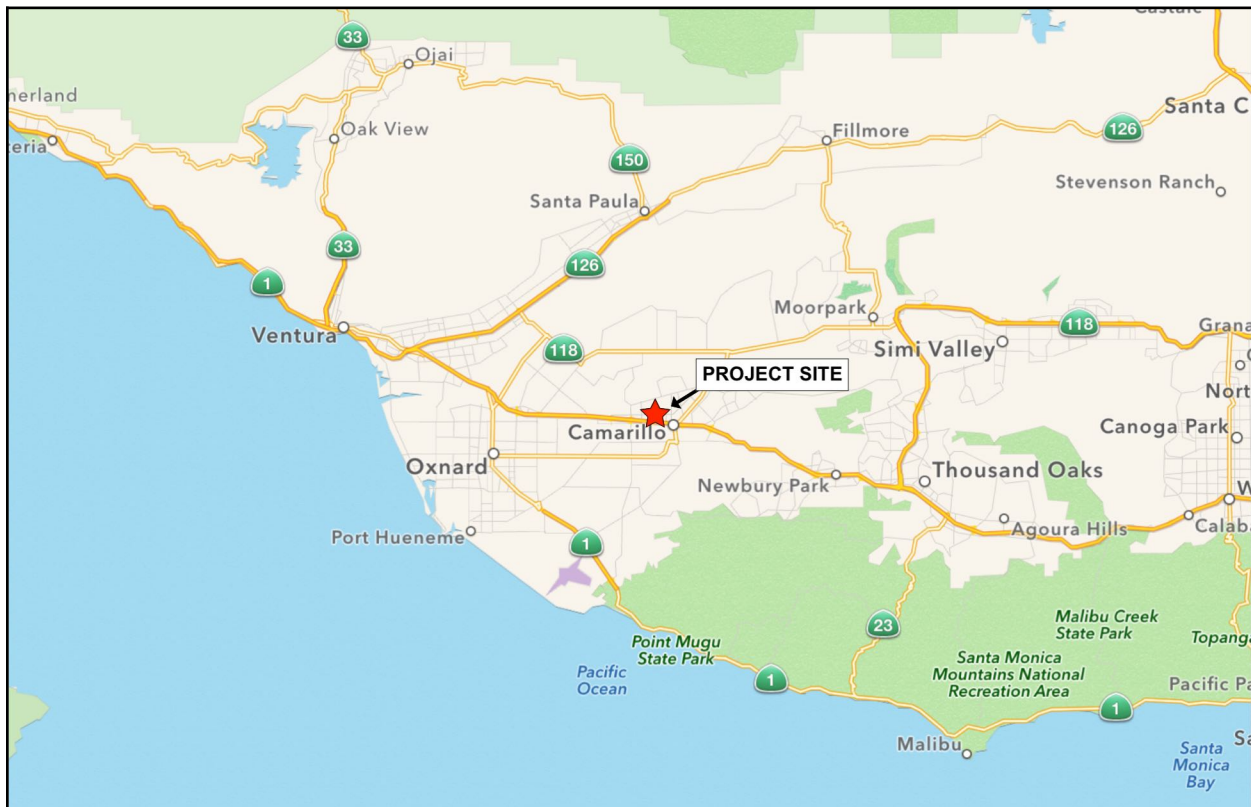
PROJECT DESCRIPTION

ENVIRONMENTAL SETTING

Project Site Location

The proposed project site is located within the City of Camarillo in Ventura County. As shown in Figure 1, the City of Camarillo is located in southern Ventura County along the U.S. Highway 101 (Ventura Freeway) corridor. U.S. Highway 101 bisects the City along an east-west alignment. The City is surrounded by unincorporated county land. The City of Thousand Oaks is located to the east and the cities of Oxnard and San Buenaventura (Ventura) are located to the west.

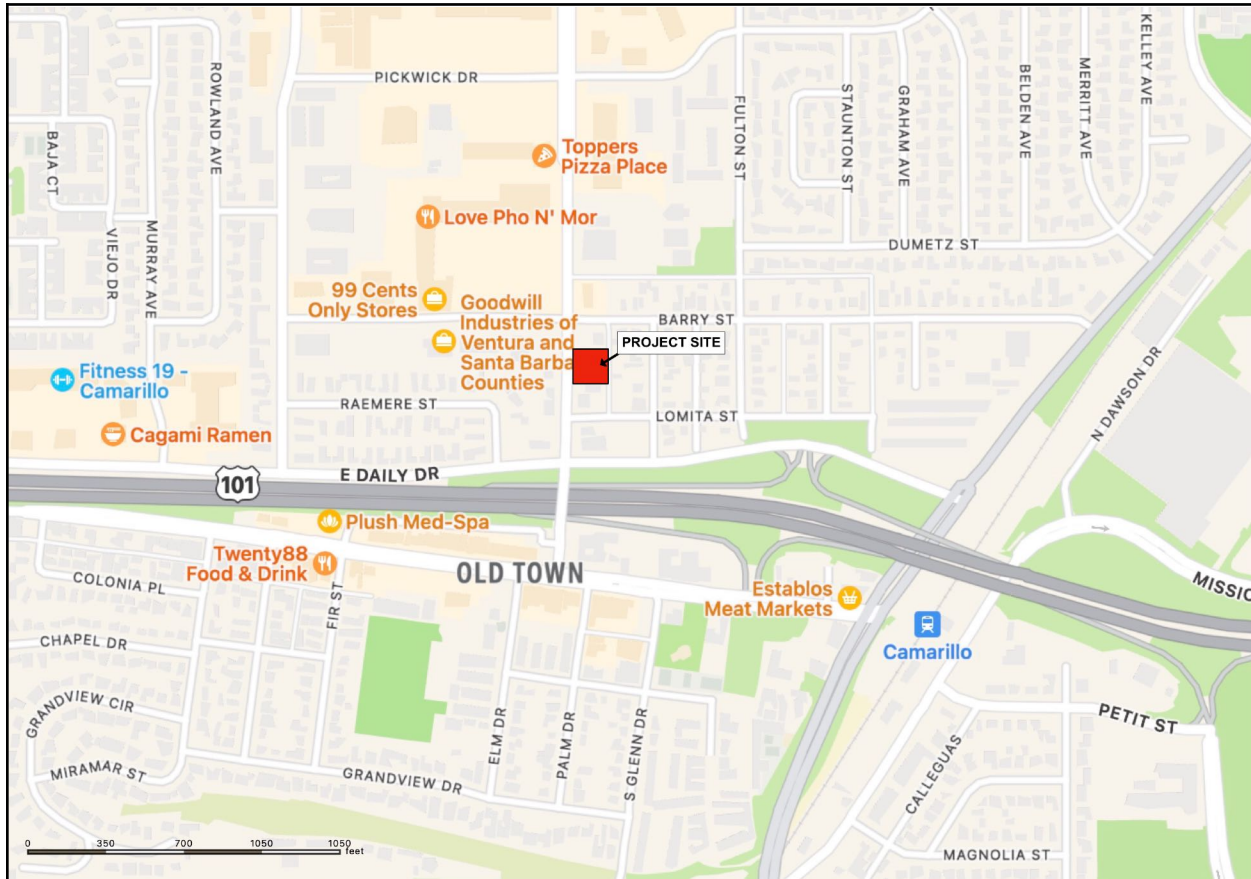
FIGURE 1 - REGIONAL LOCATION MAP



Regional vehicular access to Camarillo is obtained primarily from U.S. Highway 101 and State Route 34 (Lewis Road). Other regional access routes located close to Camarillo include State Route 1 (Pacific Coast Highway) and State Route 118.

The proposed project site is located along the eastern side of Arneill Road as illustrated in Figure 2. Previous residential uses at the site had addresses of 248-276 Arneill Road.

FIGURE 2 - LOCAL VICINITY MAP



Description of the Project Site and Existing Land Uses

The 0.36-acre (15,681.6-square-foot) site is square in shape and consists of the following five Assessor's Parcel Numbers: 162-0-012-210, -280, -290, -300, and -310 as illustrated in Figure 3.

Historical United States Geographical Service (USGS) topographical maps show that, from 1904 to 1925, the project site was undeveloped land along Arneill Road. As depicted in a historical aerial photograph taken in 1935, at that time the site was developed with three properties containing as many as five buildings. In the 1930s, the properties encompassed by the site were near what was then the northeast corner of Camarillo's town grid, which was densely developed with what appear to have been mostly residential properties. During this period, the area west of Arneill Road, opposite the project site, was primarily agricultural. This pattern of development, both for the project site and its surroundings, remained consistent until the late 1960s, by which time the former farmland on the west side of Arneill Road was increasingly developed with what appear to have been mostly commercial properties. While the surrounding area, especially properties fronting Arneill Road, was subject to increasing commercial

development in the 1970s and 1980s, the project site retained its residential character through the end of the twentieth century. Between 2002 and 2005, however, the site was cleared entirely of buildings and there have been no substantial changes to the site or its surroundings since then. While there are currently no buildings or structures at the site, two concrete features remain on the property, consisting collectively of two building foundations, a curb, and a driveway. The features are at the north and south ends of the property, leaving a large undeveloped area at the center of the site. With the remaining concrete features, there is approximately 3,500 square feet of impervious surfaces at the site. Landscaping is minimal and includes a mature pine tree at the center of the site and a mature palm along the north boundary.

Applicable Land Use Plans

The City of Camarillo General Plan land use designation for the site is General Commercial and the underlying zoning is CPD - Commercial Planned Development.

Surrounding Land Uses

A Jiffy Lube automotive commercial use is located to the immediate north of the site. A Brake Masters automotive commercial use is located to the immediate south of the site. An alleyway followed by single family uses are located to the east. Commercial uses including restaurants and a Chevron fuel station and car wash are located to the west of Arneill Road. The and other surrounding uses are illustrated in Figure 3.

PROJECT CHARACTERISTICS

Development Concept

The City of Camarillo is proposing the development and operation/occupancy of a mixed-use development consisting of nine (9) multi-family residential units reserved for very low income households and 500 square feet of commercial space in two buildings. The proposed site plan is illustrated in Figure 4. The mixed-use building fronting Arneill Road would be a two-story building that includes the commercial space and a community space for project residents on the ground floor and two (2) one-bedroom residential units on the second floor. The two-story back building would provide two (2) two-bedroom units and five (5) 1-bedroom units. The proposed building floor plans are illustrated in Figure 5.

A 165-square-foot preliminary bioretention basin is proposed for the southwestern corner of the site. Additional site drainage would be provided by the use of permeable pavers in each of the site parking spaces.

FIGURE 3 - SURROUNDING LAND USES



Landscaping

The proposed landscape palate is comprised of Mediterranean plant materials known to thrive in the local climate and soil conditions. About 20 percent of the proposed plant material would require moderate water while the remainder would require low to very low water once established.

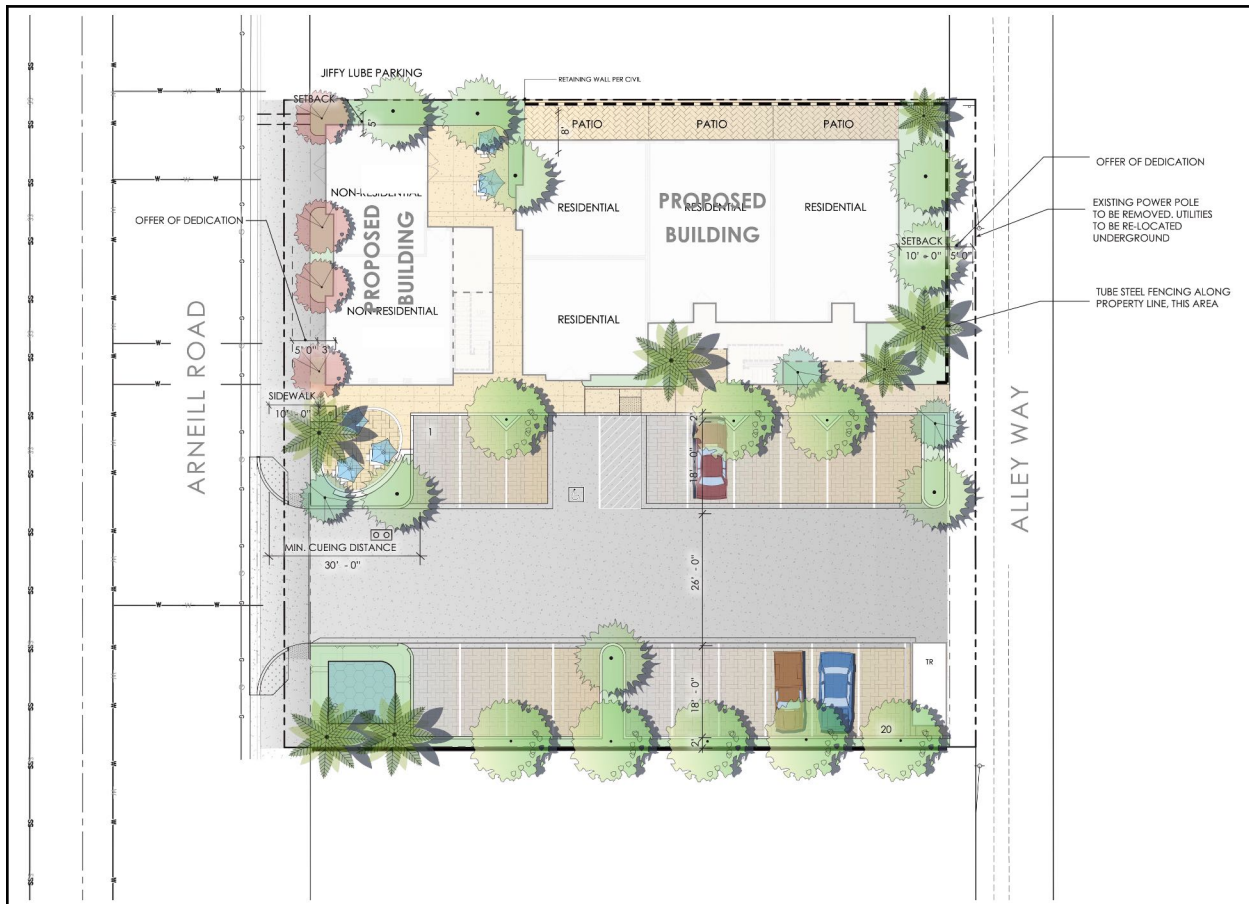
Vehicular Access and Parking

Vehicular access to the site would be provided by a single driveway from Arneill Road as well as a single access to the adjacent alleyway. A total of 20 parking spaces are required and provided. All parking would be provided outdoors.

Utilities and Infrastructure

The proposed project site is located within the service area of the Camarillo Water Division. The project would connect to an existing water main located in Arneill Road for potable water use.

FIGURE 4 - PROPOSED SITE PLAN



Wastewater from the project would be treated by the Camarillo Sanitary District, which operates and maintains the Camarillo Sanitary District Water Reclamation Plant located on Howard Road near Conejo Creek. The project would connect to an existing sewer main located in Arneill Road.

Electrical power to the project site would be provided by Southern California Edison. The existing power pole located along the eastern perimeter of the site would be removed and the power lines would be placed underground.

Natural Gas would be provided to the project site by the Southern California Gas Company via an existing gas line located within Arneill Road.

Per the adopted Ventura County Stormwater Quality Management Program requirements, the site stormwater storage has been designed to mitigate and store 50-year peak flow runoff pre-development to post-development 50-year peak runoff flow volume. A rational method was used to determine the peak flow rates on the site. The volume required was determined using AutoCAD Hydra flow Express extension. The calculations resulted in a required volume total of 417 cubic feet.

FIGURE 5 - PROPOSED BUILDING PLANS



In the event the site experiences an event exceeding a 50-year storm event, the basin has been designed with a discharge outlet through the use of a sidewalk underdrain taking the excess runoff off-site into existing storm drain network adjacent to site.

Grading and Earthwork

Grading for the project would affect the entire site. Grading would involve approximately 600 cubic yards of cut to a depth of approximately three (3) feet and approximately 50 cubic yards of fill to a height of approximately one (1) foot.

Construction Schedule

Construction of the proposed project is expected to be initiated in 2023 and occur over a period of approximately 10 to 12 months.

REQUESTED ACTIONS AND APPROVALS

The City of Camarillo is the lead agency for the proposed project. The following discretionary approvals are required for the project.

- **General Plan Amendment (GPA) 2019-2:** The City is proposing GPA 2019-2 to change the General Plan land use designation for the project site from General Commercial to Commercial Mixed Use.
- **Change of Zone CZ-329:** The City is proposing CZ-329 to change the zoning designation for the project site from Commercial Planned Development (CPD) to Village Commercial Mixed-Use (CMU).
- **Conditional Use Permit CUP-400:** The City is proposing CUP-400 to permit residential uses within the CMU zone.

The non-discretionary actions anticipated to be taken by the City at the staff level as part of the proposed project include:

- Approval and implementation of a Post Construction Stormwater Management Plan (PCSMP) by the Camarillo Public Works Department to mitigate post-construction stormwater flows produced by the project.

REFERENCES

Camarillo, City of. Department of Community Development. April 2022. *General Plan Land Use Map*.

Camarillo, City of, Information Systems Division. April 25, 2022. *City of Camarillo Zoning Map*.

RRM Design Group. July 30, 2020. *Arneill Road Mixed-Use Development Review Package*.

RRM Design Group. December 8, 2022. *Preliminary Drainage Report for Arneill Road Mixed-Use*.

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DETERMINATION

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the analysis in the following Evaluation of Environmental Impacts section.

<input type="checkbox"/> Aesthetics and Scenic Resources	<input type="checkbox"/> Agriculture Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources and Tribal Cultural Resources	<input type="checkbox"/> Energy
<input type="checkbox"/> Geology and Soils	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards and Hazardous Materials
<input type="checkbox"/> Hydrology and Water Quality	<input type="checkbox"/> Land Use and Planning	<input type="checkbox"/> Mineral Resources
<input type="checkbox"/> Noise and Vibration	<input type="checkbox"/> Population and Housing	<input type="checkbox"/> Public Services and Recreation
<input type="checkbox"/> Transportation	<input type="checkbox"/> Utilities and Service Systems	<input type="checkbox"/> Wildfire
<input type="checkbox"/> Mandatory Findings of Significance		

Determination

On the basis of this initial evaluation:

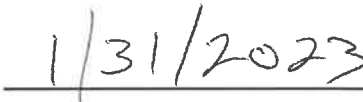
- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Determination

- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature of Lead Agency Representative



Date

David Moe
Assistant Director, Community
Development

Printed Name

City of Camarillo Community Development Dept.

Agency

EVALUATION OF ENVIRONMENTAL IMPACTS

INTRODUCTION

This section of the Initial Study contains an evaluation and discussion of impacts associated with each environmental issue and subject area identified in the City of Camarillo CEQA Environmental Guidelines. All evaluations take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction-related as well as operational impacts.

The following instructions are for the evaluation of project impacts in the City's CEQA Environmental Checklist:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the City cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the City staff has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The analysis must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration pursuant to State CEQA Guidelines Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

- a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. City staff and consultants are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances).
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
- a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance.

PROJECT EVALUATION

Under CEQA, impacts are determined to be:

No Impact: The project will result in no direct or indirect impact on the environment.

Less Than Significant Impact: The project will result in a direct or indirect impact on the environment, but the impact is not substantially adverse.

Less Than Significant With Mitigation Incorporated: The project will result in a potentially significant adverse impact on the environment, but mitigation measures are identified to reduce the impact to a less than significant level.

Potentially Significant Impact: The project may result in a direct or indirect impact on the environment and the impact may be substantially adverse, but information is not known at the time to determine whether the impact would not be substantially adverse. If the impact is confirmed to be substantially adverse, it is determined to be a **Significant Impact**.

IMPACT ANALYSIS

AESTHETICS AND SCENIC RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista that is visible from a City scenic corridor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Substantially alter or damage a scenic resource that is visible from a City scenic corridor?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with applicable General Plan policies or zoning regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Background Information

Scenic resources refer to aesthetically pleasing natural and man-made physical features. Scenic resources are addressed in the Camarillo Urban Restriction Boundary, Land Use, Circulation, Open Space & Conservation, and Community Design Elements of the City of Camarillo General Plan.

Important scenic resources in and around Camarillo include hillsides, agricultural areas, waterways, and historic properties. These resources are preserved through the designation of these areas as Agriculture, Natural Open Space, Historic Sites, and Waterways. Scenic vistas are viewsheds that include scenic resources. The Community Design Element establishes four scenic corridors for the preservation of public views of important scenic resources. The following routes are intended to highlight, promote, and preserve the community's scenic and environmental characteristics and help reflect the community's character:

- U.S. Highway 101
- Lewis Road
- Las Posas Road/Upland Road
- Pleasant Valley Road/Santa Rosa Road

Explanation of Checklist Answers

- a-b.** The proposed project site is not adjacent to any established City scenic corridor. U.S. Highway 101 is the nearest City scenic corridor and is located just over 500 feet to the south.

The existing City of Camarillo General Plan land use designation for the project site is General Commercial. As such, the project site is not an important scenic resource.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur for these topics if the project site is not located adjacent to an established City scenic corridor. Therefore, **No Impact** would occur.

- c.** According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project will be consistent with Open Space and Conservation Element Policy 6, Policy 7, and Policy 8, and Community Design Element policies CD-1.2.1, CD- 1.2.1, CD-1.2.3, CD-1.3.1, CD-1.4.1, CD-1.4.2, RA-1.5.1, RA-1.7.3, RA-1.7.4, RA-2.1.2, CA-1.1.1, PQPF-1.1.1, GSC-1.1.1, GSC-1.1.2, GSC-1.1.3, SC-1.1.2, SC-1.1.3, SC-1.1.4, SC-1.2.1, SC- 1.2.2, SC-1.2.3, SC-1.2.4, and S-2.4, as applicable to the project.

As discussed in the Land Use and Planning section of this Initial Study (impact b), the proposed project would not conflict with any of the City of Camarillo General Plan policies applicable to the site. Therefore, the the proposed project would have a **Less Than Significant Impact**.

- d.** Temporary sources of lighting may be employed during the construction phase of development. Exterior lighting may be provided for nighttime security. Unlike permanent lighting installations, temporary construction illumination is often unshielded. This lighting would be isolated to the immediate vicinity of the project site, which is already illuminated at night by the street lights and traffic along Arneill Road and the exterior lighting of the adjacent commercial uses. This lighting would not substantially affect nighttime views of the area.

When operational, nighttime sources of light would include vehicle headlights, street lights, interior and exterior security building lights, parking area and other security lighting. These sources of light would be very similar to the existing lighting within the surrounding residential and commercial properties. Compliance with Camarillo Zoning Ordinance standards would ensure that there will not be excessive nighttime lighting beyond that necessary for function and safety. Exterior lighting would be located and designed to minimize direct spill beyond the site property.

In accordance with Title 24 as implemented through City codes and standard conditions of approval, all lighting would be shielded and focused on the project features, and directed away from the adjacent properties and roadways. Blinking, flashing, or unusually high intensity lighting would be prohibited in accordance with Camarillo Zoning Ordinance standards. As such, lighting at the project

site would not adversely affect aircraft flights into or out of Camarillo Airport and Naval Base Ventura County.

Sources of glare that typically cause daytime glare include exterior building materials such as glass walls and highly reflective façade materials and finishes. These types of materials are typically utilized for office building projects and are not proposed to be utilized for the proposed residential and commercial buildings.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project will comply with all applicable City standards for building materials and lighting. Based on the information provided above, the project would have a **Less Than Significant Impact** related to light and glare.

Cumulative Impacts

As discussed previously, the proposed project would have no impact regarding adverse effects on scenic vistas or damage to scenic resources. Therefore, it would not contribute to any potential cumulative impacts to scenic vistas or scenic resources elsewhere in Camarillo.

Impacts associated with potential conflicts with applicable General Plan policies or zoning regulations governing scenic quality are generally project-specific. As required by the City of Camarillo, the project design for each related project in Camarillo would be reviewed by the City of Camarillo Community Development Department for consistency with applicable City codes and regulations prior to final approval. Because the impact of the proposed project is less than significant, the contribution of the proposed project to any potentially significant cumulative impacts regarding General Plan policies or zoning regulations governing scenic quality would not be considerable.

The only other related project in the vicinity of the project site is CUP-410, which involves the construction of a stealth wireless communication facility within the tower of the existing office building located at the northeastern corner of Arneill Road and Daily Drive. The improvements approved with CUP-410 would not increase light or glare at that property. Therefore, the cumulative impacts related to light and glare would be less than significant.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

AGRICULTURE RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Farmland of Statewide Importance, or Unique Farmland (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Background Information

California Department of Conservation Farmland Classifications

The California Department of Conservation has developed a Farmland Mapping and Monitoring Program that classifies the different agricultural soil types related to their ability to sustain agricultural crops. The soil type classifications are Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, Grazing Land, Urban and Built-up Land, Other Land, and Water. The classifications that are applicable to this analysis are defined as follows:

Prime Farmland: Prime Farmland has the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Farmland of Statewide Importance: Farmland of Statewide Importance is similar to Prime Farmland but with some minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must

have been used for irrigated agricultural production at some time during the four years prior to the mapping date.

Unique Farmland: Unique Farmland consists of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.

Urban and Built-up Land: Urban and Built-up Land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.

Williamson Act Contracts

The California Land Conservation Act of 1965 (the "Williamson Act" – California Government Code Section 51200 and following) recognizes the importance of agricultural land as an economic resource that is vital to the general welfare of society. The enacting legislation declares that the preservation of a maximum amount of the limited supply of agricultural land is necessary to the conservation of the state's economic resources, and is necessary not only to the maintenance of the agricultural economy of the state, but also for the assurance of adequate, healthful, and nutritious food for future residents of the state and the nation.

Intended to assist the long-term preservation of prime agricultural land in the state, Williamson Act contracts provide the agricultural landowner with a substantial property tax break for keeping land in agricultural use. When under contract, the landowner no longer pays property tax for an assessed valuation based upon the property's urban development potential. The Williamson Act stipulates that for properties under contract, "the highest and best use of such land during the life of the contract is for agricultural uses." Therefore, property under contract is assessed and taxed based upon its agricultural value. Williamson Act contracts remain in effect for ten to twenty years unless the property owner files for a notice of non-renewal with the county. To qualify for a Williamson Act contract, the property must be a minimum of 100 acres.

Explanation of Checklist Answers

The information in this section is based primarily on the following documents:

- *Ventura County Important Farmland 2018 Map*, prepared by California Department of Conservation, Division of Land Resource Protection, September 2020.
- *City of Camarillo Zoning Map*, prepared by the City of Camarillo Information Systems Division, April 25, 2022.

- a. The Ventura County Important Farmland 2016 map designates the project site and surrounding properties as Urban and Built-up Land.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, or the project is an agricultural use. Therefore, **No Impact** would occur.

- b. The current zoning designation for the project site is CPD - Commercial Planned Development. Although agriculture is permitted within the CPD zone, the project site is not zoned Agricultural Exclusive. The project site is also not subject to a Williamson Act Contract.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project site is not zoned Agricultural Exclusive and is not subject to an existing Williamson Act contract. Therefore, **No Impact** would occur.

- c. As discussed above, the Ventura County Important Farmland 2016 map designates the project site and surrounding properties as Urban and Built-up Land.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the properties adjacent to the project site are not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, **No Impact** would occur.

Cumulative Impacts

As discussed above, the proposed project would have no direct or indirect impacts on agricultural resources. Therefore, it would not contribute to any potential cumulative impacts to agricultural resources elsewhere in Camarillo or Ventura County.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

AIR QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with or obstruct implementation of the current Ventura County Air Quality Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in a cumulatively considerable net increase of ROC and/or NOx emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Expose sensitive receptors to substantial pollutant concentrations of fugitive dust, carbon monoxide, toxic air contaminants, and/or San Joaquin Valley Fever spores?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in other emissions that create objectionable odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Background Information

The City of Camarillo is located within the South Central Coast Air Basin (Basin), which includes all of Ventura, Santa Barbara, and San Luis Obispo Counties. The Ventura County Air Pollution Control District (VCAPCD) is the agency principally responsible for comprehensive air pollution control in the Ventura County portion of the Basin. The VCAPCD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources.

Although the VCAPCD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate the air quality issues associated with plans and new development projects within the county. Instead, the VCAPCD has used its expertise and prepared the Ventura County Air Quality Assessment Guidelines to indirectly address these issues in accordance with the projections and programs of the Air Quality Management Plan (AQMP). The purpose of the Ventura County Air Quality Assessment Guidelines is to assist lead agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects and plans proposed in the county. Specifically, the Ventura County Air Quality Assessment Guidelines explains the procedures that the VCAPCD recommends be followed during environmental review processes required by CEQA. The Ventura County Air Quality Assessment Guidelines provides direction on how to evaluate potential air quality impacts, how to determine whether these impacts are significant, and how to mitigate these impacts. The City of Camarillo relies upon the expertise of the VCAPCD and utilizes the Ventura County Air Quality Assessment Guidelines as the guidance document for the environmental review of plans and development proposals within its jurisdiction.

Explanation of Checklist Answers

- a. The VCAPCD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. It has responded to this requirement by preparing a series of Air Quality Management Plans (AQMPs). The most recent of these was adopted by the Governing Board of the VCAPCD on February 14, 2017. This AQMP, referred to as the 2016 AQMP, was prepared to comply with the federal and State Clean Air Acts and amendments, to accommodate growth, to reduce the high pollutant levels of pollutants in the Basin, to meet federal and State air quality standards, and to minimize the fiscal impact that pollution control measures have on the local economy. It identifies the control measures that will be implemented to reduce major sources of pollutants. These planning efforts have substantially decreased the population's exposure to unhealthful levels of pollutants, even while substantial population growth has occurred within the County. VCAPCD staff are proposing the adoption of the 2022 AQMP in December 2022.

The future air quality levels projected in the 2016 AQMP are based on several assumptions. For example, the VCAPCD assumes that general new development within the County will occur in accordance with population growth and transportation projections identified by County staff.

For general development projects, the VCAPCD recommends that consistency with the current AQMP be determined by comparing the population generated by the project to the population projections used in the development of the AQMP. Inconsistency with these projections could jeopardize attainment of the air quality conditions projected in the AQMP and is considered a significant impact.

As discussed in the Population and Housing section of this Initial Study, the City of Camarillo has an estimated January 1, 2022 population of approximately 70,171 persons. Assuming that each of the proposed very low income multi-family dwelling units has two residents, the project would increase the City's population by up to 18 persons. This is a conservative estimate since seven of the units would provide one bedroom while only two would provide two bedrooms. Some of the one-bedroom units would be expected to be occupied by only one person. When added to the existing population of Camarillo, the total of 70,189 residents would not exceed SCAG's 2045 growth forecast of 76,100 persons for the City of Camarillo. Therefore, the proposed project would not directly induce substantial population growth within the City of Camarillo that has not already been anticipated by the City and SCAG.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project generates an increase of two (2) pounds per day (ppd) or more of reactive organic compounds (ROC) and/or nitrogen oxides (NOx) but does not generate an increase in population that exceeds regional growth projections for Camarillo. Therefore, the proposed project

would not conflict with or obstruct implementation of the applicable air quality plan and would have a **Less Than Significant Impact**.

- b. The VCAPCD currently recommends that projects located everywhere in Ventura County outside of the Ojai Planning Area with operational emissions that exceed any of the following emissions thresholds should be considered significant:

- 25.0 pounds per day of ROC
- 25.0 pounds per day of NO_x

These thresholds have been adopted in the City of Camarillo CEQA Environmental Guidelines.

Construction-Related Impacts

Implementation of the proposed project would generate new sources of air pollutants during project construction activities. These construction activities are expected to occur over a period of approximately 10 months.

The analysis of daily construction-related emissions has been prepared utilizing the California Emissions Estimator Model (CalEEMod) (v. 2022.1) as recommended by the VCAPCD. The results of these calculations are presented in Table 1.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project generates an increase of less than 25 ppd of construction-related emissions of both ROC and NO_x. As shown, in Table 1, construction of the proposed project would generate average daily operational emissions that do not exceed the thresholds of significance recommended by the VCAPCD. This would be a **Less Than Significant Impact**.

Operational Impacts

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities at the project site after occupancy. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices, the operation of landscape maintenance equipment, and the occasional application of architectural coatings. Mobile emissions would be generated by the motor vehicles traveling to and from the project site.

The analysis of daily operational emissions has been prepared utilizing CalEEMod. The results of these calculations are presented in Table 2.

TABLE 1 - ESTIMATED MASS DAILY CONSTRUCTION EMISSIONS

Construction Year	Emissions in Pounds Per Day					
	ROC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Demolition -2023	0.6	5.1	6.7	<0.1	0.2	0.2
Site Preparation - 2023	0.6	5.1	5.9	<0.1	0.4	0.3
Grading -2023	1.3	13.5	12.1	<0.1	2.0	1.2
Building Construction - 2023	0.6	6.0	7.5	<0.1	0.3	0.3
Building Construction - 2024	0.6	5.7	7.4	<0.1	0.3	0.2
Paving - 2024	0.6	4.6	6.4	<0.1	0.2	0.2
Architecture Coating - 2026	2.7	0.9	1.2	<0.1	<0.1	<0.1
Maximum Daily Emissions	2.7	13.5	12.1	<0.1	2.0	1.2
VCAPCD Thresholds of Significance	25.0	25.0	NT	NT	NT	NT
Significant Impact?	No	No	No	No	No	No

NT = No threshold of significance.

The CalEEMod calculations assume the standard statewide engine tiers for the construction equipment operating at the site. The calculations do not assume the use of or requirement for newer engines that meet more stringent USEPA standards. This provides a more conservative analysis of potential construction-related air pollutant emissions.

CalEEMod result sheets are provided in Appendix A.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project generates an increase of less than 25 ppd of operational emissions of both ROC and NO_x. As shown, in Table 2, operation of the proposed project would generate average daily operational emissions that do not exceed the thresholds of significance recommended by the VCAPCD. This would be a **Less Than Significant Impact**.

- c. Land uses that are considered more sensitive to changes in air quality than others are referred to as sensitive receptors. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive to poor air quality because the very young, the old, and the infirm are more susceptible to respiratory infections and other air quality-related health problems than the general public. Residential uses are considered sensitive because people in residential areas are often at home for extended periods of time, so they could be exposed to pollutants for extended periods. Recreational areas are considered moderately sensitive to poor air quality because vigorous exercise associated with recreation places a high demand on the human respiratory function. The closest sensitive receptors to the project site are the single family uses to the east.

TABLE 2 - ESTIMATED MASS DAILY OPERATIONAL EMISSIONS

Emissions Source	Emissions in Pounds Per Day					
	ROC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Mobile	0.4	0.3	2.4	<0.1	0.2	<0.1
Area	0.2	0.0	0.5	<0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1	<0.1	<0.1	<0.1
Total Emissions	0.6	0.3	2.9	<0.1	0.2	<0.1
VCAPCD Thresholds of Significance	25.0	25.0	NT	NT	NT	NT
Significant Impact?	No	No	No	No	No	No

NT = No threshold of significance.

CalEEMod result sheets are provided in Appendix A.

Construction-Related Impacts

Fugitive Dust

Fugitive dust would be generated during project construction activities; primarily during the site preparation and grading phases. As shown previously in Table 1, the anticipated maximum daily construction-related emissions of PM₁₀ would be 2.0 pounds per day and the maximum PM_{2.5} would be 1.2 pounds per day. The VCAPCD does not recommend any thresholds of significance for fugitive dust emissions. Instead, the VCAPCD bases the determination of significance on a consideration of the control measures to be implemented. If appropriate emissions control measures recommended by the Ventura County Air Quality Assessment Guidelines are implemented for a project, then construction emissions are not considered significant. Further, fugitive dust emissions are addressed through VCAPCD Rule 55, which applies to any operation or disturbed surface area capable of generating fugitive dust. The measures to control dust would be incorporated into the conditions of approval for the proposed project.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project generates increased emissions of construction-related emissions of fugitive dust but implements fugitive dust programs consistent with VCAPCD rules and regulations. CalEEMod assumes that these types of measures would reduce by at least 61 percent the amount of fugitive dust generated by grading activities. This would be a **Less Than Significant Impact**.

San Joaquin Valley Fever

San Joaquin Valley Fever (formally known as Coccidioidomycosis) is an infectious disease caused by the fungus *Coccidioides immitis*. San Joaquin Valley Fever is also known as Valley Fever, Desert

Fever, or Cocci. Infection is caused by inhalation of *Coccidioides immitis* spores that have become airborne when dry, dusty soil or dirt is disturbed by wind, construction, farming, or other activities such as fire and earthquakes. The Valley Fever fungus tends to be found at the base of hillsides, in virgin, undisturbed soil. It usually grows in the top few inches of soil, but can grow down to 12 inches. The fungus does not survive well in highly populated areas because there is not usually enough undisturbed soil for the fungus to grow. Additionally, the fungus is not likely to be found in soil that has been or is being cultivated and fertilized. This is because manmade fertilizers, such as ammonium sulfate, enhance the growth of the natural microbial competitors of the Valley Fever fungus. Infection is most frequent during summers that follow a rainy winter or spring, especially after wind and dust storms. Valley Fever infection is common only in arid and semiarid areas of the Western Hemisphere. In the United States, it is mostly found from Southern California to southern Texas. In Ventura County, the Valley Fever fungus is most prevalent in the county's dry, inland regions such as Simi Valley, Piru, and Fillmore.

The Ventura County Air Quality Assessment Guidelines state that there is no recommended threshold for a significant San Joaquin Valley Fever impact. (See Ventura County Air Quality Assessment Guidelines, p. 6-3.) However, listed below are factors that may indicate a project's potential to create significant Valley Fever impacts:

- Disturbance of the top soil of undeveloped land (to a depth of about 12 inches).
- Dry, alkaline, sandy soils.
- Virgin, undisturbed, non-urban areas.
- Windy areas.
- Archaeological resources probable or known to exist in the area (Native American midden sites).
- Special events (fairs, concerts) and motorized activities (motocross track, All Terrain Vehicle activities) on unvegetated soil (non-grass).
- Non-native population (i.e., out-of-area construction workers).

The project site is presently vacant but was previously developed with up to five residential structures. One building foundation and a driveway remain at the site along with the disturbed soil. The fungus is not likely to be found in soil that has been or is being cultivated and fertilized. This is because manmade fertilizers, such as ammonium sulfate, enhance the growth of the natural microbial competitors of the Valley Fever fungus. As such, the potential risk to people at the commercial uses or nearby residents to be exposed to Valley Fever spores during earth moving activities at the project site is very low.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project generates increased emissions of construction-related San Joaquin Valley Fever spores but implements fugitive dust programs consistent with VCAPCD rules and regulations. As discussed previously, the measures to control dust would be incorporated into the conditions of approval for the proposed project. This would be a **Less Than Significant Impact**.

Toxic Air Contaminants

Toxic Air Contaminants (TACs) refer to a diverse group of air pollutants that can affect human health, but have not had ambient air quality standards established for them. This is not because they are fundamentally different from the pollutants discussed above, but because their effects tend to be local rather than regional.

The greatest potential for toxic air contaminant emissions from the project would be related to diesel particulate matter (DPM) emissions associated with off-road diesel equipment used during construction.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project generates an increase in toxic air contaminants that does not cause a lifetime probability of contracting cancer of more than 10 in one million or does not result in a Hazard Index of greater than 1. As shown previously in Table 1, the anticipated maximum daily emissions of PM₁₀ would be 2.0 pounds per day and the maximum PM_{2.5} would be 1.2 pounds per day. Given the short-term construction schedule, the proposed project's construction activity is not expected to be a long-term (i.e., 30 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Therefore, the project would have a **Less Than Significant Impact**.

Operational Impacts

Localized Carbon Monoxide Concentrations

Traffic-congested roadways and intersections have the potential to generate localized concentrations levels of CO. Localized areas where ambient concentrations exceed national and/or state standards for CO are termed CO "hotspots."

CO hotspots used to be a concern in Ventura County when this area was designated as a nonattainment area for State and national CO standards. The county is now in attainment of all applicable State and national standards for CO and CO concentrations are no longer monitored in the county. This is due to substantial reductions in CO emissions from motor vehicles. The greatest potential for a CO hotspot to occur in Ventura County today is at the roadway edge of a very congested intersection.

In order for a receptor to be exposed to a CO hotspot, that person would have to remain in a location where the total CO concentration exceeds the State and national eight-hour standard for an entire eight-hour period or greater. For that to occur, the ambient (background) CO concentration would have to be very high and an intersection would have to be highly congested for a period of eight-hours or greater.¹ None of the intersections in the vicinity of the project site currently operate or are projected to operate at LOS F.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project generates an increase in local traffic volumes but does not cause localized carbon monoxide concentrations at sensitive receptors near congested intersections to exceed State ambient air quality standards. As stated above, none of the intersections in the vicinity of the project site currently operate or are projected to operate at LOS F. As such, no sensitive receptors in the vicinity of the study-area intersections would be exposed to CO hotspots in the future with traffic generated by the proposed project and the project would have a **Less Than Significant Impact**.

Toxic Air Contaminants

The project is a mixed-use residential and commercial project, and would not be a new source of operational toxic air contaminants.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project does not generate any increase in operational emissions of toxic air contaminants. Therefore, **No Impact** would occur.

- d. Odors are typically associated with industrial projects involving the use of chemicals, solvents, petroleum products, and other strong-smelling elements used in manufacturing processes, as well as sewage treatment facilities and landfills.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project generates odors associated with operational activities that are consistent with nearby sensitive receptors. The proposed project consists of the development of new residential and retail buildings. Residential uses and small retail/office uses are not typically associated with odor complaints. As the proposed uses involve no elements related to industrial projects, no objectionable odors are anticipated to be generated by the proposed project.

During construction a small amount of odors associated with the use of diesel-powered construction equipment may be present. However, odors associated with construction machinery dissipate and disperse quickly, and construction activities would not be located close to existing residences for any prolonged period of time.

¹ The intersection would need to operate at LOS F for several hours per day.

The project would have a project would have a **Less Than Significant** Impact regarding both operational and construction odor impacts.

Cumulative Impacts

The VCAPCD recommends that any operational emissions from individual projects that exceed the project-specific thresholds of significance identified above be considered cumulatively considerable. As discussed in the preceding impact analysis, the proposed project would generate average daily operational emissions that do not exceed the thresholds of significance recommended by the VCAPCD. As such, the project would not generate a cumulatively considerable net increase of criteria pollutants. This would be a less than significant cumulative impact.

As discussed previously, construction-related ROC and NO_x emissions are not counted towards the ROC and NO_x significance thresholds, since these emissions are only temporary. Likewise, the VCAPCD has not adopted any thresholds of significance for fugitive dust. However, the project would implement construction equipment and fugitive controls recommended by the VCAPCD. As such, the contribution of the project to any regional cumulative construction-related air quality impacts would not be cumulatively considerable.

Construction-related TAC impacts are generally confined to the immediate vicinity of a project site. At the present time, the only other related project in the vicinity of the project site is CUP-410, which involves the construction of a stealth wireless communication facility within the tower of the existing office building located at the northeastern corner of Arneill Road and Daily Drive. As such, no other related projects would generate localized construction-related TAC emissions and impact the sensitive receptors in the vicinity of the project site.

Likewise, the other related project in the project vicinity would not be a source anticipated to be a source of objectionable odors.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
<hr/> Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modification, on any species identified as a candidate, sensitive, or special status species by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on state or federally regulated and/or protected wetlands through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Background Information

The City of Camarillo and its Sphere of Influence contains a variety of biological communities that provide habitat for both rare and common species. These habitats are mostly human-modified habitats, with the vast majority of the City including mostly urban or agricultural production areas. Native habitats exist mostly on the edges of the City (i.e., the Arroyo Las Posas, Conejo Creek, Camarillo Hills, and Santa Monica Mountains).

The City of Camarillo CEQA Environmental Guidelines defines a sensitive biological resource as follows:

- A plant or animal that is currently listed by a state or federal agency as endangered, threatened, rare, protected, sensitive, a Species of Special Concern, or federally listed critical habitat;
- A plant or animal that is currently listed by a state or federal agency as a candidate species or proposed for state or federal listing; or
- A habitat that is under the jurisdiction of a state or federal resource agency that is responsible for resource protection (e.g., California Department of Fish and Wildlife (CDFW), U.S. Fish and Wildlife Services (FWS), U.S. Army Corps of Engineers, National Marine Fisheries Service).

Explanation of Checklist Answers

- a. Between about 1935 and 2002 to 2005, the project site was developed with as many as five buildings. While there are currently no buildings or structures at the site, two concrete features remain on the property, consisting collectively of two building foundations, a curb, and a driveway. The features are at the north and south ends of the property, leaving a large undeveloped area at the center of the site. With the remaining concrete features, there is approximately 3,500 square feet of impervious surfaces at the site. Landscaping is minimal and includes a mature pine tree at the center of the site and a mature palm along the north boundary. The site does not include any habitat that would support sensitive plant or animal species.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project does not remove or modify any habitat associated with any candidate, sensitive, or special status species. Therefore, **No Impact** would occur.

- b. As discussed under Biological Resources threshold a, the project site was developed with as many as five buildings between about 1935 and 2002 to 2005. While there are currently no buildings or structures at the site, two concrete features remain on the property, consisting collectively of two building foundations, a curb, and a driveway. The features are at the north and south ends of the property, leaving a large undeveloped area at the center of the site. With the remaining concrete features, there is approximately 3,500 square feet of impervious surfaces at the site. Landscaping is minimal and includes a mature pine tree at the center of the site and a mature palm along the north boundary. The site does not include any riparian habitat or other sensitive natural community identified by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project does not remove or modify any riparian habitat or other sensitive natural community identified by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. Therefore, **No Impact** would occur.

- c. According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project does not remove, fill, or interrupt any state or federally regulated and/or protected wetlands. No wetlands are located within the project site. Therefore, **No Impact** would occur.
- d. A Jiffy Lube automotive commercial use is located to the immediate north of the site. A Brake Masters automotive commercial use is located to the immediate south of the site. An alleyway followed by single family uses are located to the east. Commercial uses including restaurants and a Chevron fuel station and car wash are located to the west of Arneill Road. These adjacent commercial and residential uses also have ornamental trees but do not include any habitat that would support sensitive plant or animal species.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project site is not a part of an established migratory wildlife corridor or native wildlife nursery site. No wetlands are located within the project site. The site is surrounded by developed urban uses and is not part of an established migratory wildlife corridor or native wildlife nursery site. Therefore, **No Impact** would occur for this issue.

Cumulative Impacts

Impacts to biological resources are generally confined to the immediate vicinity of a project site. As discussed above, the proposed project would not have any impact on sensitive biological resources. The development of other sites within Camarillo could result in impacts to sensitive biological resources, but the proposed project would have no contribution to any cumulative impacts associated with the disturbance of biological resources elsewhere within Camarillo.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

CULTURAL RESOURCES AND TRIBAL CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5 of the State CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5 of the State CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Cause a substantial adverse change in the significance of a tribal cultural resources, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the City shall consider the significance of the resource to a local California Native American tribe?				
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Background Information

Pursuant to the State CEQA Guidelines, the term “historical resources” includes the following:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources.
2. A resource included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the

requirements section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant.

3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing on the California Register of Historical Resources including the following:
 - a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
 - b. Is associated with the lives of persons important in our past;
 - c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
 - d. Has yielded, or may be likely to yield, information important in prehistory or history.
4. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources, or identified in an historical resources survey does not preclude a lead agency from determining that the resource may be an historical resource.

The City of Camarillo addresses the preservation of historic resources in Chapter 16.42 of the City of Camarillo Municipal Code.

The City of Camarillo lies within the territory of the Native American group known as the Chumash. The Chumash occupied the region from San Luis Obispo County to Malibu Canyon on the coast and inland as far as the western edge of the San Joaquin Valley, and the four northern Channel Islands.

Prior to the release of an ND, MND, or EIR for a project, Public Resources Code § 21080.3.1 requires lead agencies to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation.

Explanation of Checklist Answers

a. The information in this discussion is based primarily on the following document:

- *Historic Resources Evaluation of 248-276 Arneill Road, Camarillo, Ventura County, California*, prepared by Rincon Consultants, Inc., September 19, 2022.

The purpose of the Historic Resources Investigation is to determine if the resources at the project site meet the definition of a historical resource, as defined by § 15064.5(a) of the State CEQA Guidelines. Documented in the Historic Resources Investigation are the results of the tasks performed by Rincon; specifically archival and background research, a built environment field survey, and the evaluation of the site for listing in the National Register of Historic Places (NRHP) and/or the California Register of Historical Resources (CRHR), and for eligibility as a City of Camarillo landmark. All work was completed in accordance with CEQA and applicable local regulations. The Historic Resources Investigation is included as Appendix B to this Initial Study.

Property History

The project site was undeveloped through the early twentieth century in what was a predominantly agricultural area. Located at what was then the northwest corner of the town's street grid, the site was developed by 1935 with as many as five properties. The site remained essentially unchanged during the post-World War II era, even as new commercial and residential development replaced the expanses of farmland north and west of the subject site. By the 1959, Maria Marta, a native of Chihuahua, Mexico, came to occupy 264 Arneill Road, a former residential property that likely corresponds to the area at the center of the site. Marta died in 1964 (R.L. Polk & Co. 1959, *Ventura County Star* 1964). Research for this evaluation found no further information of consequence pertaining to Marta or identifying any other owner or occupant of the site's constituent properties. All of the buildings at the site were razed by 2005 and there have been no substantial changes to the site or its surroundings since then. While there are currently no buildings or structures at the site, two concrete features remain on the property, consisting collectively of two building foundations, a curb, and a driveway. The features are at the north and south ends of the property, leaving a large undeveloped area at the center of the site.

Survey Results

Near the northwest corner of the property is Feature One, consisting of a building foundation and a curb. The foundation is rectangular and measures approximately 20 feet across the front end and 25 feet front to back. The remnants of linoleum flooring are present on much of the surface. The foundation has a minimal setback from the Arneill Road right-of-way and a short set of concrete steps descending to the adjacent sidewalk, which is at a slightly lower grade than the foundation. An

associated concrete retaining curb extends south along the west boundary. It is approximately 12 inches high and 50 feet long.

Feature Two occupies the south end of the site and consists of a concrete building foundation, retaining wall or building foundation remnant, and driveway. The building foundation is roughly L-planned, measures 25 feet wide and 50 feet long, and is flush with the surrounding terrain. A concrete linear element, possibly a retaining wall or remnants of a perimeter foundation, extends approximately 30 feet toward Arneill Road from the foundation's northwest corner. South of the foundation, a concrete driveway extends from the Arneill Road right-of-way to the alley east of the property. It measures approximately 90 feet long and 12 feet wide.

Historical Resources Evaluation

The project site, consisting of the two building foundations at 248-278 Arneill Road, is recommended to be ineligible for listing in the NRHP and CRHR and for designation as a City of Camarillo landmark under any significance criteria. The site consists of the foundations of two residential and/or commercial buildings and other minor associated features constructed on the site in the early or mid-twentieth century. There is no evidence that the site or any of its component properties have significant associations with the early development of Camarillo or in the context of any other historical event with significance to the history of the City, region, state, or nation. As such, the property is recommended to be ineligible for listing under Criteria A/1/1. Archival research identified one previous occupant of the property, Maria Marta, who resided at 264 Arneill Road until her death in 1964. Research for the study uncovered no information suggesting Marta or any other individual associated with the site has made significant contributions to the history of the City, region, state, or nation. The property is therefore recommended to be ineligible under Criteria B/2/2. The built elements of the site are ordinary concrete foundations and related features. They do not embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic values. As such, the site is recommended to be ineligible under Criteria C/3/3. The site was not evaluated for eligibility under NRHP Criterion D or CRHR Criterion 4, which pertains to the potential to yield information about prehistory or history; local regulations do not include a corresponding landmark designation criterion.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project does not affect any historical resource or its immediate surroundings. As a result of the analysis in the Historic Resources Investigation, the project site is recommended to be ineligible for federal, state, and local designation, and, therefore, is not considered to be a historical resource as defined by § 15064.5(a) of the State CEQA Guidelines. Therefore, **No Impact** would occur.

- b. As discussed above, the project site was developed from 1935 until all of the buildings at the site were razed by 2005. There have been no substantial changes to the site or its surroundings since then.

There are no known prehistoric archeological resources at the project site and it is likely that any surface archeological resources that might have once occurred at the project site would have long since been eliminated by the past development activities.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project does not result in the demolition, destruction, relocation, or alteration of an archaeological resource. Because there are no known prehistoric archeological resources at the project site, no impacts to known archaeological resources would occur with the proposed project. However, there is a remote possibility that archeological resources exist below the ground surface and that these resources could be encountered during site grading and trenching. While no further evaluation of this issue is recommended, the City would condition the project to include in construction contracts the requirement that the project be halted if any archaeological and or tribal cultural resource materials are encountered during the course of project development. The services of a qualified archaeologist must then be secured to assess the resources and evaluate the impact. The impact of the project would be **Less Than Significant**.

- c. Public Resources Code § 21080.3.1 states that “...Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources that may inform the lead agency in its identification and determination of the significance of tribal cultural resources” and, therefore establishes the following requirements for consultation.

Prior to determining whether a negative declaration, mitigated negative declaration, or EIR is required for a project, the lead agency shall begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if: (1) the California Native American tribe requested to the lead agency, in writing, to be informed by the lead agency through formal notification of proposed projects in the geographic area that is traditionally and culturally affiliated with the tribe, and (2) the California Native American tribe responds, in writing, within 30 days of receipt of the formal notification, and requests the consultation. The lead agency shall begin the consultation process within 30 days of receiving a California Native American tribe’s request for consultation.

On August 16, 2022, the City provided notification of consultation opportunity to the California Native American tribes that are traditionally and culturally affiliated with the geographic area of Camarillo. At the end of 30 days, none of the tribes responded to the City in writing with a request for consultation regarding the proposed project. Therefore, the City has complied with the CEQA consultation requirements and no further action is required.

There are no known tribal cultural resources at the project site and it is likely that any surface tribal cultural resources that might have once occurred at the project site would have long since been eliminated by the past development activities.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project does not result in the demolition, destruction, relocation, or alteration of a tribal cultural resource. Because there are no known tribal cultural resources at the project site, no impacts to known tribal cultural resources would occur with the proposed project. However, there is a remote possibility that tribal cultural resources exist below the ground surface and that these resources could be encountered during site grading and trenching. While no further evaluation of this issue is recommended, the City would condition the project to include in construction contracts the requirement that the project be halted if any archaeological and or tribal cultural resource materials are encountered during the course of project development. The services of a qualified archaeologist must then be secured to assess the resources and evaluate the impact. The impact of the project would be **Less Than Significant**.

- d. As discussed above, the project site was developed from 1935 until all of the buildings at the site were razed by 2005. The site is not known or expected to contain human remains, including those interred outside of formal cemeteries. Due to the lack of any indication of a formal cemetery or informal family burial plots at the project site, the proposed project would have no impact on known human remains.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project does not result in the disturbance of human remains at the project site. In the unlikely event that suspected human remains are uncovered during grading and trenching activities, all activities in the vicinity of the remains must cease and the contractor must notify the County Coroner immediately pursuant to Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the California Public Resources Code. Compliance with these codes would ensure that any impacts to previously undiscovered human remains would be reduced to a less than significant level. Therefore, the project would have a **Less Than Significant Impact**.

Cumulative Impacts

Impacts to cultural resources are generally confined to the immediate vicinity of a project site. As discussed above, the proposed project would not have any significant impact on known cultural resources or tribal cultural resources. The development of other sites within Camarillo could result in impacts to historic, cultural resources, and/or tribal cultural resources but the proposed project would have no contribution to any cumulative impacts associated with the disturbance of cultural resources and tribal cultural resources elsewhere within Camarillo.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

ENERGY	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Consume energy resources in a wasteful, inefficient, or unnecessary amount during project construction and/or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Background Information

California is one of the nation's leading energy-producing states and per capita energy use is among the nation's most efficient. The three commercial sources of energy for general development projects in Camarillo are electricity and natural gas for site uses, and transportation fuel for vehicle trips.

Electricity is provided to customers in Camarillo by Southern California Edison (SCE). SCE provides electric power to more than 14 million persons in 15 counties and in 180 incorporated cities, within a service area encompassing approximately 50,000 square miles. SCE derives electricity from varied energy resources including fossil fuels, hydroelectric generators, nuclear power plants, geothermal power plants, solar power generation, and wind farms. SCE also purchases from independent power producers and utilities, including out-of-state suppliers.

Natural gas is provided to customers in Camarillo by the Southern California Gas Company. Most of the natural gas used in California comes from out-of-state natural gas basins. In 2012, California customers received 35% of their natural gas supply from basins located in the Southwest, 16% from Canada, 40% from the Rocky Mountains, and 9% from basins located within California. The Southern California Gas Company owns and operates several natural gas storage fields that are located in northern and southern California. These storage fields, and four independently owned storage utilities – Lodi Gas Storage, Wild Goose Storage, Central Valley Storage, and Gill Ranch Storage – help meet peak seasonal natural gas demand and allow California natural gas customers to secure natural gas supplies more efficiently.

California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended with a recognition that energy-efficient buildings that require less electricity and reduce fuel consumption. The current 2019 Title 24 standards (effective as of January 1, 2020) were adopted to respond, amongst other reasons, to the requirements of AB 32 to reduce statewide greenhouse gas emissions. Specifically, new development projects constructed within California after January 1, 2020 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the California Green Building Standards (CALGreen) Code (California Code of Regulations, Title 24, Part 11). The 2022 Title 24 standards will be in effect as of January 2023.

Explanation of Checklist Answers

- a. Implementation of the proposed project would result in the consumption for energy resources during both construction and long-term operation. In both cases, all energy demand would be subject to all statewide regulations for the purchase and use of fuels, equipment, vehicles, and appliances.

Construction-Related Energy Use

Construction-related energy demand includes energy and fuel used by construction equipment, construction worker vehicles, and construction vendor/hauling vehicles, coupled with construction energy efficiency/conservation measures. This construction equipment use of energy and fuel would be typical for the type of construction proposed because there are no aspects of the project's construction process that are unusual or energy-intensive. Construction energy consumption would also represent a "single-event" demand and would not require on-going or permanent commitment of energy resources. Project development would also not necessitate the use of construction equipment and processes that are less energy efficient than at comparable construction sites.

Construction equipment used for project construction would conform to applicable California Air Resources Board (ARB) emissions standards, which promote equipment fuel efficiencies. Project development would involve construction contractors that practice compliance with applicable ARB regulations regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. California Code of Regulations Title 13, Motor Vehicles, Section 2449(d)(3) Idling, limits the idling times of construction vehicles to no more than five minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Compliance with anti-idling and equipment emissions regulations would result in an efficient use of construction-related energy and the minimization or elimination of wasteful or unnecessary consumption of energy.

Indirectly, construction energy efficiencies and energy conservation would be achieved through the use of bulk purchase, transport and use of construction materials. Use of materials in bulk reduces energy demands associated with preparation and transport of construction materials and the transport and disposal of construction waste and solid waste in general, with corollary reduced demands on area landfill capacities and energy consumed by waste transport and landfill operations.

Based on this information, the proposed project's construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary.

Operational Energy Use

The project would promote building energy efficiency through compliance with all applicable energy efficiency standards of Title 24 and the CALGreen Code that are in affect at the time of project development. The project also reduces potential vehicle fuel usage due to compliance with regulatory programs and its location that reduce VMT (see the Transportation section of this EIR). AB 1493 ("the Pavley Standard") requires reductions in GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 and thereafter. The Advanced Clean Cars program, introduced in 2012, combines the control of smog, soot causing pollutants and greenhouse gas emissions into a single coordinated package of requirements for model years 2017 through 2025.

While the project would result in the consumption of energy resources, the use of these resources would not occur in a wasteful, inefficient, or unnecessary amount.

Impact Conclusion

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project utilizes modern equipment for construction and complies with California Code of Regulations Title 24 Part 6: Energy Efficiency Standards and the CALGreen Code for building construction. Therefore, the project would have a **Less Than Significant Impact**.

- b. There are currently no adopted State or local plans for renewable energy that are applicable to the proposed project. As discussed above, the construction and operational activities would be subject to the applicable energy efficiency requirements of Title 24 Part 6 and the CalGreen Code that are in effect at the time of development.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project complies with California Code of Regulations Title 24 Part 6: Energy Efficiency Standards and the CALGreen Code for building construction. Therefore, the project would have a **Less Than Significant Impact**.

Cumulative Impacts

Project construction and operation would not result in the inefficient, wasteful or unnecessary consumption of energy. Further, the energy demands of the project can be accommodated within the context of available resources and energy delivery systems. The project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the State of California. Other cumulative developments within the City and the region would similarly be required to demonstrate that the wasteful, inefficient, or unnecessary consumption of energy would not occur. Additionally, other cumulative developments would be subject to the same regulatory requirements as the proposed project, including compliance with Title 24 and the CalGreen Code, which would ensure that cumulative development does not result in the wasteful, inefficient, or unnecessary consumption of energy. As such, the proposed project would not result in a potentially cumulatively-considerable environmental impact due to wasteful, inefficient, or unnecessary consumption of energy. Thus, impacts would not be cumulatively considerable.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

GEOLOGY AND SOILS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in substantial soil erosion or the loss of topsoil during project construction and/or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Background Information

The City of Camarillo, like the rest of Southern California, is located within a seismically active region. Faults and earthquakes present direct hazards from fault rupture and ground shaking as well as indirect hazards. Faults located within Camarillo include the Simi/Santa Rosa Fault and the Bailey Fault. Other faults are also located in the vicinity of Camarillo. To assist cities and counties in avoiding the hazard of

surface fault rupture, the Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish Earthquake Fault Zones around the surface traces of active faults. The State has identified three Alquist-Priolo Earthquake Fault Zones within Camarillo.

Ground shaking can induce secondary seismic hazards such as liquefaction, lateral spreading, subsidence, ground fissuring, and landslides. Liquefaction of saturated cohesionless soils can be caused by strong ground motion resulting from earthquakes. A large portion of the City, primarily the western half, lies within a liquefaction hazard zone per the State of California. The process of liquefaction may also produce lateral spreading of soils on properties adjacent to creeks and drainages, such as Calleguas Creek and Conejo Creek.

There are many types of soils within Camarillo. Generally, the soils in Camarillo are expansive in nature and have a high shrink-swell potential. Highly expansive soils are present in the east and west ends of the City. Less expansive soils are present in the core of the City. The expansive soils present potential hazards in Camarillo because they expand when wet and collapse or shrink when dry. The change in volume due to high shrink-swell potential can exert detrimental stresses on buildings and cause structural damage.

Some areas of the City are also subject to potential earthquake-related landslides. These areas are the southern, eastern and western margins of the Camarillo Hills and the southwestern Santa Rosa Hills. A few significant landslides are known to exist within those areas, and many slopes are only marginally stable. As in most other hilly terrain, landsliding can be caused by construction activities, unless stability considerations are incorporated in the design of development. Additionally, the potential for rock fall due to a seismic event or natural weathering and instability is also present in properties at the base of hillsides where rocks and boulders exist.

These potential geotechnical hazards are discussed in further detail in the City of Camarillo Safety Element 2013.

Explanation of Checklist Answers

The information in this section is based primarily on the following document:

- *City of Camarillo Safety Element 2013*, prepared by RBF Consulting, Adopted May 8, 2013.

The City of Camarillo Safety Element 2013 is available for review at the public counter of the City of Camarillo Department of Community Development or online at the City of Camarillo website.

- a. The project site is not located within an Alquist-Priolo Earthquake Zone as designated in the City of Camarillo Safety Element. The closest mapped Alquist-Priolo Earthquake Zone is associated with the Camarillo Fault and is located south of U.S. Highway 101.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project site is not located within an Alquist-Priolo Earthquake Zone as designated in the City of Camarillo Safety Element. Therefore, **No Impact** would occur.

- b. As with all properties in the seismically active Southern California region, the project site is susceptible to ground shaking during seismic events produced by local and regional faults. While it is likely that the project site will be shaken by future earthquakes produced in Southern California, modern, well-constructed buildings are designed to resist ground shaking through the use of shear panels and reinforcement. As stated in the City of Camarillo Safety Element 2013, the effects of seismic shaking on future structures and land development projects within the City may be mitigated by adhering to adopted building codes. The California Building Standards Code regulates the design and construction of foundations, building frames, retaining walls, excavations, and other building elements to mitigate the effects of seismic shaking and adverse soil conditions.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the proposed structures comply with the Uniform Building Code and all recommendations from project soils report. Compliance with the standards as required by the City would ensure that the potential impact to project properties, residents, and employees associated with strong seismic ground shaking would be less than significant. Therefore, the project would have a **Less Than Significant Impact**.

- c. According to the City of Camarillo Safety Element 2013, the project site and surrounding area is not located within an area of the City deemed to have a potential for liquefaction.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project site is not located within a liquefaction hazard zone as designated in the City of Camarillo Safety Element. Therefore, **No Impact** would occur.

- d. According to the City of Camarillo Safety Element 2013, the project site is not located within an area of the City deemed to be susceptible to earthquake induced landslide.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project site is not located within an earthquake induced landslide hazard zone as designated in the City of Camarillo Safety Element. Therefore, **No Impact** would occur.

- e. Project site preparation and construction activities have the potential to result in minor erosion of soils during heavy rain storms. This potential for erosion would be controlled by implementation of stringent National Pollutant Discharge Elimination System (NPDES) erosion controls imposed during construction activities via grading and building permit regulations. The potential for soil erosion during the ongoing operation of the project is relatively low due to the generally level topography of the site and the fact that the ground surface at the project site would be largely impermeable.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project involves disturbance of topsoil but complies with NPDES requirements. With implementation of the applicable grading and building permit requirements, a less than significant impact would occur related to erosion or the loss of topsoil. Therefore, the project would have a **Less Than Significant Impact**.

- f. As discussed above, the project site and surrounding area is not located within an area of the City deemed to have a potential for liquefaction. The site is not located within any other designated geologic hazard zone.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project site is not located within a hazard area as designated in the City of Camarillo Safety Element. Therefore, **No Impact** would occur.

- g. According to the City of Camarillo Safety Element 2013, soils in Camarillo are generally expansive in nature and have a high shrink-swell potential. Highly expansive soils are present in the east and west ends of the City of Camarillo. Less expansive soils are present in the core of the City.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project site is located on expansive soils but implements all applicable soil recommendations from a project soils report. A soils report has not been prepared for the proposed project. However, the City would require that any imported structural backfill shall be non-expansive material. Compliance with this specification would ensure that the proposed project would not create a substantial direct or indirect risks to life or property. Therefore, the project would have a **Less Than Significant Impact**.

- h. The project site is located in an area of the City of Camarillo, which is served by a wastewater collection, conveyance, and treatment system operated by the Camarillo Sanitary District. The project would connect to an existing sewer main located in Arneill Road.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project would connect to the City sewer system and not use septic tanks. Therefore, **No Impact** would occur.

- i. The project site and the City of Camarillo in general are not located an area that is conducive to the identification of paleontological resources. The project site and surrounding areas are relatively flat and do not include any unique geologic features.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project does not result in the destruction of paleontological resources or unique geologic features at the project site. Because there are no known paleontological resources at the within Camarillo, no impacts to known paleontological resources would occur with the proposed

project. However, there is a remote possibility that paleontological resources exist below the ground surface and that these resources could be encountered during site trenching. While no further evaluation of this issue is recommended, the City would condition the project to include in construction contracts the requirement that the project be halted if any paleontological materials are encountered during the course of project development. The services of a qualified paleontologist must then be secured to assess the resources and evaluate the impact. The impact of the project would be **Less Than Significant**.

Cumulative Impacts

Geotechnical hazards are site-specific and there is little, if any, cumulative geological relationship between the proposed project and any related projects. Similar to the proposed project, potential impacts related to geology and soils would be assessed on a case-by-case basis and, if necessary, the applicants of other projects throughout Camarillo would be required to implement the appropriate soils preparation measures. Furthermore, the analysis of the proposed project's geology and soils impacts concluded that project impacts would be less than significant. Therefore, the proposed project would not contribute to any potential cumulative impacts, and cumulative geology and soil impacts would be less than significant.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

GREENHOUSE GAS EMISSIONS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Background Information

Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate conditions. These gases trap heat in the atmosphere and the major concern is that increases in GHG emissions are causing global climate change. Global climate change is a change in the average weather on earth that can be measured by wind patterns, storms, precipitation and temperature. Although there is disagreement as to the speed of global warming and the extent of the impacts attributable to human activities, most agree that there is a direct link between increased emission of GHGs and long-term global temperature. What GHGs have in common is that they allow sunlight to enter the atmosphere but trap a portion of the outward-bound infrared radiation and warm up the air. The process is similar to the effect a greenhouse has in raising the internal temperature, hence the name greenhouse gases. Both natural processes and human activities emit GHGs. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature; however, it is the scientific consensus that emissions from human activities such as electricity generation and motor vehicle operations have elevated the concentration of GHGs in the atmosphere. This accumulation of GHGs has contributed to an increase in the temperature of the earth's atmosphere and contributed to global climate change.

The principal GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), perfluorocarbons (PFCs), hydrofluorocarbons (HFCs), and water vapor (H₂O). CO₂ is the reference gas for climate change because it is the predominant greenhouse gas emitted. To account for the varying warming potential of different GHGs, GHG emissions are often quantified and reported as CO₂ equivalents (CO₂e).

According to the 2017 Climate Change Scoping Plan Update, the major source of GHGs in California is transportation, contributing approximately 37 percent of the state's total GHG emissions. Industrial sources are the second largest generator, contributing approximately 24 percent of the state's GHG emissions. Residential and commercial sources contribute only about six and five percent of the state's GHG emissions, respectively. These are less than the eight percent generated by agriculture.

There are several unique challenges to analyzing greenhouse gas emissions and climate change under CEQA, largely because of climate change's "global" nature. Typical CEQA analyses address local actions that have local – or, at most, regional – impacts, whereas climate change presents the considerable challenge of analyzing the relationship between local activities and the resulting potential, if any, for global environmental impacts. Most environmental analyses examine the "project-specific" impacts that a particular project is likely to generate. With regard to global warming, however, it is generally accepted that while the magnitude of global warming effects may be substantial, the GHG emissions from a single general development project would have no noticeable effect on global climate.

Global climate change is also fundamentally different from other types of air quality impact analyses under CEQA in which the impacts are all measured within, and are linked to, a discrete region or area. Instead, a global climate change analysis must be considered on a global level, rather than the typical local or regional setting, and requires consideration of not only emissions from the project under consideration, but also the extent of the displacement, translocation, and redistribution of emissions. In the usual context, where air quality is linked to a particular location or area, it is appropriate to consider the creation of new emissions in that specific area to be an environmental impact whether or not the emissions are truly "new" emissions to the overall globe. When the impact is a global one, however, it makes more sense to consider whether the emissions really are new emissions or are merely being moved from one place to another. For example, the approval of a new developmental plan or project does not necessarily create new automobile drivers - the primary source of a land use project's emissions. Rather, due to the "relocation" factor, new land use projects sometimes merely redistribute existing mobile emissions; accordingly, the use of models that measure overall emissions increases without accounting for existing emissions will substantially overstate the impact of the development project on global warming. This makes an accurate analysis of GHG emissions substantially different from other air quality impacts, where the "addition" of redistributed emissions to a new locale can make a substantial difference to overall air quality.

For greenhouse gas emissions and global warming, there is not, at this time, one established, universally agreed-upon "threshold of significance" by which to measure an impact. While the California Air Resources Board (ARB) published some draft thresholds in 2008, they were never adopted, and the ARB recommended that local air districts and lead agencies adopt their own thresholds for GHG impacts.

As discussed under the Air Quality topic of this Initial Study, the City of Camarillo relies upon the expert guidance of the VCAPCD regarding the methodology and thresholds of significance for the evaluation of air quality impacts within Ventura County. GHG emissions are air pollutants that are subject to local control by the VCAPCD. As such, the City looks to the VCAPCD for guidance in the evaluation of GHG impacts.

In September 2011, the Ventura County Air Pollution Control Board requested that VCAPCD staff report back on possible GHG significance thresholds for evaluating GHG impacts of land use projects in Ventura

County under CEQA. VCAPCD staff responded to this request by preparing a report entitled Greenhouse Gas Thresholds of Significance Options for Land Use Development Projects in Ventura County. This report presents a number of options for GHG significance thresholds and summarizes the most prominent approaches and options either adopted or being considered by all other air districts throughout California. Similar to other air districts, VCAPCD staff members are considering a tiered approach with the main components involving consistency with a locally adopted GHG reduction plan followed by a bright-line threshold for land use projects that would capture 90 percent of project GHG emissions. VCAPCD staff members are also exploring an efficiency-based metric (e.g., GHG emissions per capita) for land use projects and plans. The South Coast Air Quality Management District (SCAQMD) is also considering these strategies for land use projects.

Given that Ventura County is adjacent to the SCAQMD jurisdiction and is a part of the Southern California Association of Governments (SCAG) region, VCAPCD staff currently believes that it makes sense to set local GHG emission thresholds of significance for land use development projects at levels consistent with those set by the SCAQMD and the SCAG region. VCAPCD staff currently believe that adopting harmonized regional GHG emission thresholds would help streamline project review and encourage consistency and uniformity in the CEQA analysis of GHG emissions throughout most of Southern California.

The SCAQMD has been evaluating GHG significance thresholds since April 2008. In December 2008, the SCAQMD adopted an interim 10,000 metric tons CO₂e (MTCO₂e) per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the lead agency. The SCAQMD has continued to consider adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

- Tier 1** Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.
- Tier 2** Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.
- Tier 3** Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 MTCO₂e/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 MTCO₂e/year), commercial projects (1,400 MTCO₂e/year), and mixed-use projects (3,000 MTCO₂e/year). Under option 2 a single numerical screening threshold of 3,000 MTCO₂e/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions by 2020 and 2035. The 2020 efficiency targets are 4.8 MTCO₂e per service population for project level analyses and 6.6 MTCO₂e per service population for plan level analyses. The 2035 targets that reduce emissions to 40 percent below 1990 levels are 3.0 MTCO₂e per service population for project level analyses and 4.1 MTCO₂e per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

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

In the absence of other thresholds of significance promulgated by the VCAPCD, the City of Camarillo has been using SCAQMD's draft thresholds for the purpose of evaluating the GHG impacts associated with proposed general development projects.

The environmental documents for larger projects that are of regional significance are also subject to review by the Southern California Association of Governments (SCAG). SCAG is the Metropolitan Planning Organization (MPO) for six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial. As the designated MPO, the federal government mandates that SCAG researches and prepares plans for transportation, growth management, hazardous waste management, and air quality.

The SCAG regional council adopted Connect SoCal 2020, the Regional Transportation Plan/Sustainable Communities Strategy, which seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range vision plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity, and environmental justice, and public health. The goals included in Connect SoCal 2020 are meant to provide guidance for considering projects within the context of regional goals and policies.

Explanation of Checklist Answers

- a. The estimated annual operational GHG emissions associated with the proposed project have been calculated utilizing CalEEMod as recommended by the VCAPCD. These emissions are shown in Table 3.

TABLE 3 - ESTIMATED PROJECT ANNUAL GHG EMISSIONS

Emissions Source	CO ₂ e in Metric Tons per Year
Construction	2.8
Mobile Sources	78.6
Area Sources	0.1
Energy Demand	16.4
Water and Wastewater	0.9
Waste Disposal	1.5
Refrigerants	<0.1
Total Project Emissions	100.4
SCAQMD Draft Tier 3 Threshold	3,000.0
Exceeds Threshold?	No

Construction emissions are amortized over 30 years in accordance with SCAQMD guidance (83.53 MTCO₂e/30 years).

The CalEEMod calculations assume the standard statewide engine tiers for the construction equipment operating at the site. The calculations do not assume the use of or requirement for newer engines that meet more stringent USEPA standards. This provides a more conservative analysis of potential construction-related

CalEEMod result sheets are provided in Appendix A.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project generates an increase in GHG emissions that do not exceed the SCAQMD Tier 3 or Tier 4 standards. As shown in Table 3, the increase annual GHG emissions would not exceed the draft Tier 3 3,000 MTCO₂e/year threshold for mixed-use and non-industrial projects. This would be a **Less Than Significant Impact**.

- b. As discussed previously, the 2006 CAT Report and the ARB's Scoping Plan were developed to direct the state to reduce GHG emissions to 1990 levels, and further updated in to reflect the 2030 reduction target set by Executive Order B-30-15. The strategies from the 2006 CAT Report and measures from the ARB's Scoping Plan are applicable to state, regional, and local agencies in the development of plans to reduce GHG emissions, but are not applicable to each and every new general development project. The general intent of these plans, however, is to reduce statewide GHG emissions to 40 percent below 1990 levels by 2030. Strategies and measures have been also been implemented on the state level by example of the new Title 24 CalGreen Code and on the local level by the City's Water Conservation Ordinance.

Although not originally intended to specifically reduce air pollutant emissions, California Code of Regulations (CCR) Title 24 Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. Since then, Title 24 has been amended with a recognition that energy-efficient buildings require less electricity and reduce fuel consumption, which in turn decreases GHG emissions. The 2022 Title 24 standards (effective as of January 1, 2023) were adopted to respond, amongst other reasons, to the requirements of AB 32. Specifically, new development projects constructed within California after January 1, 2023 are subject to the mandatory planning and design, energy efficiency, water efficiency and conservation, material conservation and resources efficiency, and environmental quality measures of the CALGreen Code.

Based on this information, the proposed project would not conflict with the current ARB Climate Change Scoping Plan Update.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project does not conflict with any policies from the current ARB Climate Change Scoping Plan Update or, for regionally significant projects, the SCAG RTP/SCS, that are applicable to the project. As discussed above, the proposed project would not conflict with the current ARB Climate Change Scoping Plan Update. The project is also not of regional significance and subject to a consistency review with Connect SoCal 2020. This would be a **Less Than Significant Impact**.

Cumulative Impacts

As discussed above, emitting GHGs into the atmosphere is not itself an adverse environmental effect. Rather, it is the increased accumulation of GHGs in the atmosphere that may result in global climate change; the consequences of which may result in adverse environmental effects. The state has mandated a goal of reducing state-wide emissions to 1990 levels by 2020, even though state-wide population and commerce is expected to grow substantially. As discussed above, the proposed project does not exceed the draft thresholds of significance for mixed-use and non-industrial projects. Therefore, the contribution of the project to the cumulative effect of global climate change is not considered to be cumulatively considerable.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

HAZARDS AND HAZARDOUS MATERIALS	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Not comply with the Adopted Land Use Compatibility Standards in the Safety Zones of the Airport Comprehensive Land Use Plan for Ventura County and/or the Height Restriction Zones for Camarillo Airport?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Substantially physically interfere with the City's designated evacuation routes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Expose people or structures, either directly or indirectly, to significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Background Information

A hazardous material is any substance that may be explosive, flammable, poisonous, corrosive, radioactive, reactive, or any combination thereof, because of its quantity, concentration, or characteristics. Hazardous materials require special care in handling due to the hazards they pose to public health, safety,

and the environment. Potential hazards associated with hazardous materials include fires, explosions, and leaks. Releases of hazardous materials can be damaging when they occur in highly populated areas or along transportation routes.

Hazardous materials are transported through the City, and businesses within the City handle, transport, and/or store hazardous materials. Other sources of hazardous materials include agricultural operations, illegal drug manufacturing, and clandestine dumping.

Existing Federal, State, and local laws regulate the use, transport, disposal, and storage of hazardous materials within Camarillo.

Aircraft flights associated with Camarillo Airport are another potential source of noise and hazards for areas within Camarillo. On July 7, 2000, the Ventura County Transportation Commission (VCTC) adopted the Airport Comprehensive Land Use Plan for Ventura County (ACLUP). The ACLUP included the four airports located in the County. Exhibit 11-8 of the City of Camarillo Safety Element 2013 presents the approved compatibility map associated with Camarillo Airport. The compatibility map defines several zones and provides recommended land uses. In 2005 the ACLUP was amended to have the study areas also be known as the "Sphere of Influence," which sets boundaries for the review of development projects. Projects located around the airport are reviewed for land use compatibility in accordance with the ACLUP.

Evacuation routes in Camarillo are dependent upon the event and need for evacuation. During a breach of the Bard Reservoir, the only required evacuation route would be the movement onto high ground out of the flood plain, which is generally north of Ponderosa Road, westerly of Ponderosa and Las Posas Roads and easterly of Calleguas Creek northerly of the Ventura Freeway (U.S. 101). In the event of a major chemical spill or other significant disaster, the City would be evacuated using U.S. 101 for east and westerly traffic or Lewis Road for evacuating the residents to the north or south.

Explanation of Checklist Answers

The information in this section is based primarily on the following documents:

- *City of Camarillo Safety Element 2013*, prepared by RBF Consulting, Adopted May 8, 2013.

The City of Camarillo Safety Element 2013 is available for review at the public counter of the City of Camarillo Department of Community Development or online at the City of Camarillo website.

a-b. Construction of the proposed project would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations.

As a residential and small commercial project, the only potentially hazardous materials that would be used on a regular basis at the project site when it is completed and occupied would be cleaning and landscaping products that are common to typical residential and commercial developments. The proper use of these products would not create a significant hazard to the public living near the project site.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project transports, uses, or disposes of hazardous materials as part of construction-related and operational activities, but these activities comply with standard practices and applicable regulations. Therefore, the project would have a **Less Than Significant Impact**.

- c. The closest school to the project site is project site is St. Mary Magdalen School, which is located approximately one-quarter mile to the southeast.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project transports, uses, or disposes of hazardous materials as part of construction-related and operational activities, but these activities comply with standard practices and applicable regulations. As discussed above, no off site impacts associated with hazards and hazardous materials are anticipated with construction and operation of the proposed project. The types of cleaning and landscaping products used at the project site would be similar to those used at schools. Therefore, the project would have a **Less Than Significant Impact**.

- d. The project site and surrounding properties are not included on a list of hazardous material sites as compiled pursuant to Government Code Section 65962.5 and reported in the Department of Toxic Substances Control EnviroStor database (accessed October 28, 2022).

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, **No Impact** would occur.

- e. In 2005, the Airport Land Use Commission amended the ACLUP to have study areas be known as the "Sphere of Influence," which sets boundaries for the review of development projects. According to the City of Camarillo Safety Element 2013, the project site is not located within the Sphere of Influence for Camarillo Airport. A such, the project site is not located within the Safety Zones and/or the Height Restriction Zones and height easements for Camarillo Airport.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project site is not located within the Safety Zones and/or the Height Restriction Zones and height easements for Camarillo Airport. Therefore, **No Impact** would occur.

- f. The proposed project would not alter vehicular circulation routes external to the project site or impede public access or travel upon public rights-of-way.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project does not provide any physical impediments to any of the City's designated evacuation routes. Therefore, **No Impact** would occur.

- g. According to the City of Camarillo Safety Element 2013, the project site is not located within or near a High Fire Hazard Zone. The project site is also not located within a fire hazard severity zone area as designated by Cal Fire.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project site is not located within or immediately adjacent to a High Fire Hazard Zone as designated in the City of Camarillo Safety Element. Therefore, **No Impact** would occur.

Cumulative Impacts

Development of the proposed project in combination with projects elsewhere in Camarillo has the potential to increase to some degree the risks associated with the use and potential accidental release of hazardous materials throughout the City. However, the potential impact associated with the proposed project would be less than significant and, therefore, not cumulatively considerable. As with the proposed project, the potential presence of hazardous substances associated with other related projects would require evaluation on a case-by-case basis in conjunction with the development proposals for each of those properties. Further, local municipalities are required to follow local, state, and federal laws regarding hazardous materials, which would further reduce impacts associated with related projects. Therefore, with compliance with local, state and federal laws pertaining to hazardous materials, the proposed project in conjunction with other project throughout Camarillo would be expected to result in less than significant cumulative impacts with respect to hazards and hazardous materials.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

HYDROLOGY AND WATER QUALITY	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would substantially increase the rate or amount of surface runoff in a manner which would result in flooding onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of pollutant runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Be located in a flood hazard zone and risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Background Information

Projects that include grading of more than one acre require a General Construction Activity Storm Water Permit from the State Water Resources Control Board (SWRCB) prior to the start of construction. The National Pollutant Discharge Elimination System (NPDES) requires that a Notice of Intent (NOI) be filed with the SWRCB. By filing an NOI, the project developers agree to the conditions outlined in the General Permit. One of the conditions of the General Permit is the development and the implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP identifies which structural and nonstructural Best Management Practices (BMPs) will be implemented, such as sandbag barriers, temporary desilting basins near inlets, gravel driveways, dust controls, employee training, and general good housekeeping practices.

New and redevelopment land use projects are also required to meet the requirements of the Ventura County Municipal Stormwater Permit (CAS004002, Order R4-2010-0108) or current permit in effect, and related requirements of the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures (TGM) that are in effect at the time of building development. Projects will be required to develop a Post Construction Stormwater Management Plan (PCSMP) in accordance with the City's current Municipal Stormwater NPDES Permit. The PCSMP shall address the project's mitigation of pollutants and stormwater runoff volume from impervious surfaces through infiltration, reuse, evapotranspiration, bioretention, or biofiltration as required by the City's current Municipal Stormwater NPDES Permit.

The Calleguas and Conejo Creeks are both located within the eastern portion of the City of Camarillo, and the Beardsley Wash/Revolon Slough is located west of the City. Although extensive channel improvements have been constructed within the City, there are continuing efforts to reduce the flood risk east of Somis Road and off of Howard Road, along with building greater community resiliency through flood control project partnerships with the City and the Ventura County Watershed Protection District. Uses in the hazard areas are largely agricultural, with some residential and industrial development. Sections of U.S. Highway 101 and rail lines of the Southern Pacific Railroad are also in the hazard zone. The Ventura County Watershed Protection District has jurisdictional authority over all redline channels in accordance with County Ordinance WP-2. Calleguas and Conejo Creeks and Beardsley Wash/Revolon Slough are classified as VCWPD jurisdictional red line channels within the current Camarillo city limits.

Flooding in special risk areas can occur rapidly or slowly, depending on the heaviness and severity of rainfall. According to the Ventura County General Plan Hazards Appendix, much of Camarillo lies outside identified 100-year flood zones. This has also been confirmed on the most recent FEMA Maps dated January 7, 2015.

Explanation of Checklist Answers

The information in this section is based primarily on the following documents:

- *City of Camarillo Safety Element 2013*, prepared by RBF Consulting, Adopted May 8, 2013.
- *City of Camarillo 2020 Urban Water Management Plan*, prepared by Water Systems Consulting, Inc., June 23, 2021.
- *FEMA Floodplains Effective 1/8/15*, prepared by the City of Camarillo Geographic Information System.
- *Preliminary Drainage Report for Arneill Road Mixed-Use*, prepared by RRM Design Group, December 8, 2022.

The City of Camarillo Safety Element 2013 is available for review at the public counter of the City of Camarillo Department of Community Development or online at the City of Camarillo website. The City of Camarillo 2020 Urban Water Management Plan and FEMA Floodplains Effective 1/8/15 map are available for review at the public counter of the City of Camarillo Public Works Department or online at the City of Camarillo website. The Preliminary Drainage Report is provided as Appendix C to this Initial Study.

a. Construction-Related Impacts

Implementation of the proposed project would involve the removal of limited landscaping and concrete features, and construction of the proposed structures and parking area. Since the construction area would be less than one acre in size, the construction activities would not require a General Construction Activity Storm Water Permit from the SWRCB prior to the start of construction. The project developer will be required to develop and implement a Storm Water Pollution Control Plan (SWPCP) using the City's template. The SWPCP will identify which structural and nonstructural BMPs will be implemented, such as sandbag barriers, temporary desilting basins near inlets, dust controls, employee training, and general good housekeeping practices. With implementation of the applicable grading and building permit requirements and the application of BMPs specifically designed to minimize construction-related water quality impacts, the construction of the proposed project would not violate any water quality standards or waste discharge requirements.

Operational Impacts

The proposed project would be designed to meet the requirements of the Ventura County Municipal Stormwater Permit (CAS004002, Order R4-2010-0108) and related requirements of the Ventura County TGM that are in effect at the time of building development. The proposed project would be required to implement the Post Construction Stormwater Quality Mitigation Plan prepared for the project. Compliance with all applicable federal, state, and local regulations, Code requirements, and permit provisions would ensure that the proposed project would not violate any water quality standards or water discharge requirements.

Impact Conclusion

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project generates new sources of polluted stormwater runoff and complies with stormwater runoff requirements for construction (a Storm Water Pollution Control Plan for sites less than one acre and a General Construction Activity Storm Water Permit for larger sites) and post construction runoff by providing a Stormwater Quality Management Plan. Therefore, the project would have a **Less Than Significant Impact**.

- b. The proposed project site is located within the service area of the Camarillo Water Division, which provides potable water for urban and agricultural uses to the majority of the City. The City sources its water supply from a combination of groundwater and purchased imported water. Historically, the blended water has consisted of approximately 41% groundwater and 59% imported water and has been necessary to manage the concentration of dissolved solids in the groundwater. While the City's water supply portfolio from 2016 to 2020 was consistent with its historical split of imported versus groundwater, beginning in 2023 the City's water supply portfolio is expected to change. The North Pleasant Valley (NPV) Desalter Facility will begin making deliveries of treated groundwater starting in 2023. With the NPV Desalter Facility online, the majority of the City's water supply will come from groundwater. The City is working with neighboring agencies and the Fox Canyon Groundwater Management Agency (FCGMA) to ensure the sustainability and reliability of the groundwater basin in the future.

As discussed in Utilities and Services Systems section of this Initial Study, the City of Camarillo adopted its Water Conservation Ordinance (City Municipal Code Chapter 14.12) to prohibit wasteful water practices. The Water Conservation Ordinance requires that applicants for new potable water service must prepare a water impact study. In order for new such service to be approved, the water impact study must demonstrate that the proposed project will not create additional demand on the City's water system. An example of such non-impact would be if the proposed project does not require an increase in water usage from that historically used on the same site.

The City of Camarillo Water Division has researched the historic water usage for the site and identified an average usage of 1,200 gallons per day. The estimated indoor and outdoor water use for the project is an average demand of 1,183.6 gallons per day.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project requires the delivery of groundwater but complies with local requirements for water supply. The project would require less water from the Camarillo Water Division than the historic demand for the site. This complies with the City's Water Conservation Ordinance requirements for new development projects. Therefore, the project would have a **Less Than Significant Impact**.

- c-f. The project site is mostly permeable undeveloped land with no existing structures. The proposed project would remove the existing landscape features and result in the construction of various buildings and paved surface with a mix of asphalt concrete and permeable pavers. The project site is not located along any stream or river.

Per the adopted Ventura County Stormwater Quality Management Program requirements, the site stormwater storage has been designed to mitigate and store 50-year peak flow runoff pre-development to post-development 50-year peak runoff flow volume. A rational method was used to determine the peak flow rates on the site. The volume required was determined using AutoCAD Hydra flow Express extension. The calculations resulted in a required volume total of 417 cubic feet.

In the event the site experiences an event exceeding a 50-year storm event, the basin has been designed with a discharge outlet through the use of a sidewalk underdrain taking the excess runoff off-site into existing storm drain network adjacent to site.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project changes the existing drainage pattern of the site but complies with local stormwater runoff requirements. Therefore, the project would have a **Less Than Significant Impact**.

- g. According to the City of Camarillo Safety Element 2013 and the FEMA Floodplains Effective 1/8/15 map, the project site and surrounding area are not located within a FEMA floodway. The site and surrounding area is also not located within the dam inundation areas for Bard Dam and Pyramid Dam.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project site is not located in a flood hazard zone. Therefore, **No Impact** would occur.

- h. As discussed above, the project would require less water from the Camarillo Water Division than the historic demand for the site. This complies with the City's Water Conservation Ordinance requirements for new development projects. According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project requires the delivery of groundwater but complies with local requirements for water supply. Therefore, the project would have a **Less Than Significant Impact**.

Cumulative Impacts

Development of the proposed project in combination with other new projects in the City of Camarillo would largely result in further development or redevelopment in an already urbanized area. Development of each related project site would be subject to the development and construction standards that are designed to ensure water quality and hydrological conditions are not adversely affected. All of the related projects would be required to implement BMPs and those that disturb more than one acre

would be required to conform to the existing NPDES water quality program. Therefore, cumulative water quality impacts would be less than significant.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

LAND USE AND PLANNING	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established neighborhood or community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation or applicable goal or policy from the City of Camarillo General Plan that was adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Background Information

As discussed in the Introduction to the City of Camarillo General Plan, planning is the continuous process of guiding land development in accordance with established policy and towards predetermined goals and objectives. It represents a conscious effort to shape the physical environment for the welfare of those who live and work in the community.

The California Government Code mandates that every county and city within the state adopt a long-term general plan for the physical development of the county or City and of any land outside its boundaries which bears relation to its planning. The City of Camarillo General Plan is a series of goals and policies for the City to implement in guiding both public and private decision-making on existing and proposed planning issues relevant to the City and its environs. The General Plan is a dynamic document consisting of nine elements. There are currently the Camarillo Urban Restriction Boundary ("CURB"), Land Use

Element, Circulation Element 2014, 2021-2029 Housing Element, Recreation Element, Open Space & Conservation Element, Community Design 2012, Safety Element 2013, and Noise Element 2015.

While all of the goals and policies adopted in the City of Camarillo General Plan are applicable to the overall development of the City, they are not all applicable to each and every new development project. In addition, the City's adopted threshold of significance addresses the goals and policies that have been adopted for the purpose of avoiding or mitigating an environmental effect.

Explanation of Checklist Answers

- a. The Project site was previously developed with residential used from around 1935 until around 2005. A Jiffy Lube automotive commercial use is located to the immediate north of the site. A Brake Masters automotive commercial use is located to the immediate south of the site. An alleyway followed by single family uses are located to the east. Commercial uses including restaurants and a Chevron fuel station and car wash are located to the west of Arneill Road.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project does not divide an established neighborhood that relies on interconnected activity. The project would not divide an established neighborhood. Therefore, **No Impact** would occur.

- b. The City of Camarillo is proposing the development and operation/occupancy of a mixed-use development consisting of nine (9) multi-family residential units and 500 square feet of commercial space in two buildings. Approval of the project would require a General Plan Amendment and a Change of Zone.

The evaluation of this potential impact is based on the consistency of the proposed project with the policies and goals from the City of Camarillo General Plan adopted for the purpose of avoiding or mitigating an environmental effect that are applicable to the proposed project. This comparison is provided in Table 4. As shown, the proposed project would be consistent with each of the applicable policies and goals.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project is consistent with all goals and policies from the City of Camarillo General Plan that were adopted for the purpose of avoiding or mitigating an environmental effect and that are applicable to the project. Therefore, the project would have a **Less Than Significant Impact**.

TABLE 4 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy / Principals	Project Consistency Evaluation
Land Use Element	
To identify residential neighborhood patterns as a means of assisting in their planning and protection.	Consistent. The proposed project establishes a neighborhood pattern by identifying residential as the preferred land use for the project site.
To provide each neighborhood with adequate and convenient public facilities and amenities, particularly park and recreation facilities.	Consistent. The proposed project would be an extension of the existing residential neighborhood to the immediate east of the site. It is not a new neighborhood that would require the development of new public facilities and amenities.
To protect residential property values and privacy by ensuring compatible development with surrounding land uses and by preventing the intrusion of incompatible land uses.	Consistent. The proposed multi-family and commercial uses would be compatible with the existing single family residential uses to the east of the project site. The existing operations at the adjacent commercial uses do not involve activities or operations that generate substantial noise levels, utilize substantial hazardous materials, or generate a substantial amount of heavy truck traffic. The continued operation of the commercial would not be incompatible with the development of residential and commercial uses within the project site.
To discourage through traffic in order to promote safe neighborhoods.	Consistent. Vehicular access to the site would be provided by a single driveway from Arneill Road as well as a single access to the adjacent alleyway. No traffic through the nearby residential neighborhoods is would occur project implementation.
Encourage adequate recreation facilities to serve the population expected to reside in cluster residential projects which may include recreation equipment for children, swimming pools, tennis courts, etc.	Consistent. The proposed project site is not of sufficient size to provide outdoor recreation equipment for children, swimming pools, tennis courts, etc. The project includes a 500-square-foot community room for project residents.
Consider residential opportunities for properties being studied for reuse potential.	Consistent. The proposed project would replace the single family residential uses that were located at the project site from about 1935 to 2002-2005.

TABLE 4 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy / Principals	Project Consistency Evaluation
Circulation Element 2014	
Policy 1.1.1. Residential areas shall be protected from unsafe or incompatible traffic from other land uses so as to maintain quality residential areas through proper land use planning. Discourage parking of non-residential vehicles on residential streets.	Consistent. Vehicular access to the site would be provided by a single driveway from Arneill Road as well as a single access to the adjacent alleyway. The project would not provide vehicular access to the existing residential area to the immediate east of the site. Parking would be provided at the site for the proposed residential and commercial uses.
Policy 1.1.2. Land use plans shall be designed to improve alternative modes of transportation, provide direct routes between uses, and strive to reduce the total vehicle miles traveled.	Consistent. The proposed project site is located within walking and cycling distance of existing shopping, office, and recreational areas, as well as the Camarillo Transit Station.
Policy 1.1.4. At time of development application submittal, traffic shall be analyzed. A traffic study may be required to evaluate traffic impacts and any potential mitigation measures.	Consistent. The proposed multi-family and commercial uses are expected to generate approximately 74 daily vehicle trips. This low volume of traffic does not meet the City's standards for the preparation of a traffic study and is not expected to adversely impact local traffic conditions.
Policy 1.2.1. A system of local and collector streets which serve residential neighborhoods should be established while protecting them from intrusion of cut through traffic. Policy 1.2.2. Residential neighborhood streets should be designed to avoid creating local streets which will ultimately function as collectors. Policy 1.2.3. Direct residential driveway access onto arterial streets should be avoided.	Consistent. Vehicular access to the site would be provided by a single driveway from Arneill Road as well as a single access to the adjacent alleyway. The project would not provide vehicular access to the existing residential area to the immediate east of the site.
Policy 1.2.7. Design of circulation infrastructure shall consider minimizing environmental impacts including those related to adjacent land uses, habitat, and visual resources.	Consistent. Vehicular access to the site would be provided by a single driveway from Arneill Road as well as a single access to the adjacent alleyway. No new circulation infrastructure would be developed as part of the project.

TABLE 4 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy / Principals	Project Consistency Evaluation
<p>Policy 1.2.8. A project shall be responsible for providing improvements immediately adjacent to and between the limits of the project in accordance with the City's pave-out policy. A project is also responsible for its fair share of improvements at other intersections, roadways, and highways where significant impacts are created or where the project contributes to cumulative impacts.</p>	<p>Consistent. Any improvements to Arneill Road and the alleyway adjacent to the site necessary to accommodate the proposed project are identified in the project site plans. The proposed project would also be subject to the City's traffic mitigation fee as well as the County Traffic Impact Mitigation Fee to accommodate necessary improvements elsewhere in the community area.</p>
<p>Policy 1.2.9. On-site circulation patterns shall be examined to ensure that traffic will flow in a reasonable manner and not interfere with normal traffic movement adjacent to the project or on the subject site.</p>	<p>Consistent. The proposed internal circulation system is comprised of a parking lot with a single driveway from Arneill Road as well as a single access to the adjacent alleyway. The proposed parking area has been designed to operate acceptably.</p>
<p>Policy 1.3.1. The City shall estimate air quality impacts of motor vehicle trips generated by land use changes in accordance with Ventura County Air Pollution Control District (VCAPCD) guidelines.</p> <p>Policy 1.3.2. The City shall identify and evaluate measures that will reduce the air quality impacts of motor vehicle trips that are consistent with regional air quality and transportation plans.</p> <p>Policy 1.3.3. New development shall mitigate air quality impacts, based on the amount of emissions that must be reduced to bring the project below the thresholds established by the VCAPCD, through contribution of funds toward a Transportation Demand Management (TDM) plan.</p>	<p>Consistent. The air quality emissions associated with the proposed project have been calculated and evaluated in accordance with the procedures recommended by the VCAPCD in the Ventura County Air Quality Assessment Guidelines. The impacts of the proposed project are evaluated in the Air Quality section of this Initial Study.</p>
<p>Policy 2.1.2. Streetscapes shall be improved to enhance access, lighting, safety, and the overall experience for pedestrians, bicyclists, transit users, and vehicles.</p>	<p>Consistent. The project has been designed to meet City standards for appearance, access, lighting, and safety for pedestrians, bicyclists, and vehicles. Public transit services are currently available via a stop within the Ponderosa Plaza across Arneill Road from the project site as well as from the Camarillo Transit Station.</p>

TABLE 4 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy / Principals	Project Consistency Evaluation
Policy 2.1.4. New developments shall provide for safe and efficient roadway operations through careful control of access, and overall street and development design. Strive to operate new and existing streets and intersections at accident rate levels below statewide averages.	Consistent. The proposed internal circulation system is comprised of a parking lot with a single driveway from Arneill Road as well as a single access to the adjacent alleyway. The proposed parking area has been designed to operate safely.
Policy 5.1.1. Provide for streetscapes which present an aesthetically pleasing appearance and promote ease of use for pedestrian and bicycle traffic while also ensuring public safety.	Consistent. The project has been designed to meet City standards for appearance, access, lighting, and safety for pedestrians and bicyclists while also ensuring public safety.
Policy 10.1.4. Undergrounding of utilities shall be provided in accordance with City standards.	Consistent. All new utilities to the project site would be provided via underground infrastructure.
2021-2029 Housing Element	
Policy 1. Preserve the high quality of the City's existing housing stock and residential environment.	Consistent. The proposed mixed-use development would be compatible with the existing residential uses located to the east of the project site and would not change the physical appearance or quality of the existing residences.
Policy 2. Meet the City's local housing needs commensurate with its fair share of regional needs, including housing that is affordable to all income groups, to the maximum extent feasible.	Consistent. The proposed residential uses would be restricted to very low income individuals and families.
Community Design Element 2012	
Policy CD-1.2.1. Through community engagement and design review, ensure that new development and redevelopment is of high-quality design, is aesthetically pleasing and contributes to a positive image for Camarillo.	Consistent. The new mixed uses are proposed to provide a modern interpretation of the Monterey and/or Mediterranean style architecture similar to other recent residential developments within Camarillo.
Policy CD-1.2.3. Require that the architecture and site design of new developments are compatible with the surrounding context.	
Policy CD-1.3.1. Require new developments to create pleasing transitions to surrounding development.	Consistent. The proposed landscape palate is comprised of Mediterranean plant materials known to thrive in the local climate and soil conditions. Landscaping is proposed around each of the project boundaries.

TABLE 4 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy / Principals	Project Consistency Evaluation
<p>Policy CD-1.4.1. All new development and redevelopment shall adhere to the basic principles of quality and timeless architecture, urban design and landscape architecture, including but not limited to human- scaled design and pedestrian orientation where appropriate, interconnectivity of street layout and siting buildings to hold corners.</p> <p>Policy CD-1.4.2. Enhance design for all new development and redevelopment through application of materials and design elements including:</p> <ul style="list-style-type: none"> a. Richness and authenticity of material surface and texture b. Muted earth tone colors (such as off-whites, ochres, siennas, umbers, beiges, tans, browns or other similar subdued colors) for primary building surfaces, with more intense colors limited to accents c. Significant wall articulation (insets, canopies, wing walls, trellis features, arcades, colonnades) d. Full-sloped roofs, multi-planed roofs (combination of pitched and flat roofs) e. Roof overhangs, articulated eaves and parapets f. Window configurations compatible with the design of the building g. Articulated building mass and form h. Landscape elements, which include plantings and hardscape that complement the style of architecture, enhance building and site design and are integrated into the surrounding context i. Timeless designs, colors and materials j. Utilization of 360-degree architecture (articulation of all facade elevations) when visible from a public street or other property 	<p>Consistent. The new mixed uses are proposed to provide a modern interpretation of the Monterey and / or Mediterranean style architecture similar to other recent residential developments within Camarillo.</p>

TABLE 4 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy / Principals	Project Consistency Evaluation
k. Allow for architectural and landscape variation between neighborhoods, but maintain common citywide street furnishings and street signage	
Safety Element 2013	
<p>Policy SAF-2.1a. Minimize geologic hazards by identifying and addressing potential hazards during the planning and engineering of proposed development and/or improvement projects.</p> <p>Policy SAF-2.1b. Require the preparation of a geologic/geotechnical investigation (performed by a Certified Engineering Geologist and/or Geotechnical Engineer) for all new development or redevelopment projects located in areas of potential hazards. That investigation should include adequate analysis and appropriate mitigation of potential hazards to the satisfaction of the City Engineer or their designee. Special consideration should be given to terrain, soils, slope stability, and erosion issues, where applicable.</p>	Consistent. As discussed in the Geology and Soils section in this Initial Study, the project site is not located in an area of potential geotechnical hazards.
Policy SAF-2.2a. Review development projects involving construction within Earthquake Fault Hazard Zones (as depicted on the State of California, Earthquake Fault Hazards Map for County of Ventura in accordance with the requirements of the Alquist-Priolo Earthquake Fault Zoning Act and the policies and criteria established by the State).	Consistent. As discussed in the Geology and Soils section in this Initial Study, development of the proposed project is not expected to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.
Policy SAF-2.2g. Require additional analysis for development within areas susceptible to secondary seismic impacts (liquefaction, landsliding, subsidence, etc.) to determine the potential risk to these hazards and identification of mitigation measures, to the satisfaction of the City Engineer or their designee.	Consistent. As discussed in the Geology and Soils section of this Initial Study, the proposed project site and surrounding properties are not located within an area of the City deemed to have a potential for liquefaction, landsliding, or subsidence.

TABLE 4 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION

Policy / Principals	Project Consistency Evaluation
Policy SAF-3.1b. Prevent incompatible land uses and development within the 100-year and 500-year floodplains and prohibit residential development within the regulatory floodway.	Consistent. As discussed in the Hydrology and Water Quality section of this Initial Study, the proposed project site and surrounding properties are not located within within the 100-year and 500-year floodplains.
Policy SAF-3.1g. Promote low impact development techniques such as pervious paving, on-site groundwater recharge, rainwater harvesting, minimization of building footprints, and bioretention to improve defensive measures against storm events and storm water pollution.	Consistent. A 165-square-foot preliminary bioretention basin is proposed for the southwestern corner of the site. Additional site drainage would be provided by the use of permeable pavers in each of the site parking spaces.
Policy SAF-4.1a. Ensure that new and existing developments have an adequate water supply and access for fire protection and evacuation purposes.	Consistent. In accordance with standard City practice, the project development and building plans would be subject to review by the Fire Department to ensure that the site design and building plans comply with all applicable fire codes, including the applicable codes for emergency water supply and site access.
Policy SAF-4.1c. Require that all new residential subdivisions provide adequate access for emergency vehicles and resident evacuation.	
Policy SAF-5.1g. Review new development or redevelopment projects located on sites with known and/or potential hazards to ensure hazards have been identified and remediated in accordance with applicable regulatory requirements.	Consistent. As discussed in the Hazards and Hazardous Materials of this Initial Study, the project site and surrounding properties are not included on a list of hazardous material sites as compiled pursuant to Government Code Section 65962.5 and reported in the Department of Toxic Substances Control EnviroStor database.
Noise Element	
Policy 3. The City [shall] require developers to submit noise assessment reports during the project planning process to identify potential noise impacts to their own developments and on nearby residential and noise sensitive land uses. New developments should be required to incorporate noise mitigation measures in their project designs, in order to meet the standards contained in this Element, whenever feasible.	Consistent. The Noise section of this Initial Study evaluates the impact of the proposed project on noise levels at nearby sensitive receptor locations and concludes that the increase in noise levels would not be significant. Noise levels affecting the proposed residential uses would be addressed through the building design review process after the project is approved.
Policy 4. The City, through the Building Department, will require that the State noise insulation standards for exterior-to-interior and for party walls and floor / ceiling noise control be applied to new single family dwellings as well as multi-family structures.	Consistent. The proposed residential buildings would be subject to all applicable State noise insulation standards. This would be addressed through the building design review process after the project is approved.

TABLE 4 - CAMARILLO GENERAL PLAN CONSISTENCY EVALUATION	
Policy / Principals	Project Consistency Evaluation
Source of table data: City of Camarillo General Plan as amended through September 2021.	

Cumulative Impacts

Development of the proposed project in conjunction with the related projects would result in further “infilling” of various urban land uses in the City of Camarillo. Each related project would be subject to individual review for conformance to current land use policies and standards. Additionally, each related project would be subject to independent environmental review. These procedures would provide assurances that potential cumulative impacts related to land use consistency and compatibility would generally be less than significant. In the case of the proposed project, it would not physically divide an established community. As such, it would not have any cumulative effect on the potential dividing of an established community elsewhere in Camarillo or Ventura County. The project is also consistent with each of the applicable policies and goals from the City of Camarillo General Plan adopted for the purpose of avoiding or mitigating an environmental effect that are applicable to the proposed project. Therefore, it would not have a cumulatively considerable effect on land use consistency within the City of Camarillo.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated in the City of Camarillo General Plan, specific plan, or other applicable land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Background Information

According to the Generalized Mineral Land Classification Map of Southern Ventura County (1993) published by the California Department of Conservation, the land within the City of Camarillo does not contain any significant aggregate mineral deposits. The Department of Conservation is unable to evaluate mineral resource significance for the Camarillo Hills from available data, however, there are no areas located within the boundaries of the City of Camarillo that are designated as mineral resources recovery areas in the City of Camarillo General Plan, a City specific plan, or any other land use plan applicable to the City.

Areas of Camarillo have also been used for the recovery of oil resources. There are three oil fields located within the boundaries of the City. One of these is in the Camarillo Springs area. Another small field is located in the central area of the City along Lewis Road. The eastern tip of a large oil field is located in the southwestern portion of the City. This oil field includes the western portion of Camarillo Airport and a portion of the industrial area along Ventura Boulevard, and it extends to the west into the City of Oxnard. Oil and gas leases may exist within these oil fields.

Explanation of Checklist Answers

- a. According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project site does not contain any known mineral resources that could be extracted for commercial purposes. The project site is not known to contain any mineral resources that could be extracted for commercial purposes. Therefore, **No Impact** would occur.
- b. According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project site is not within a locally important mineral resource recovery site delineated in the City of Camarillo General Plan, specific plan, or other applicable land use plan. The project site is not within

a locally important mineral resource recovery site delineated in the City of Camarillo General Plan, any specific plan, or any other applicable land use plan. Therefore, **No Impact** would occur.

Cumulative Impacts

As discussed above, the proposed project would not result in the loss or availability of important mineral resources at the project site or in the general vicinity. Therefore, it would not contribute the the potential loss of availability of mineral resources elsewhere in Camarillo or Ventura County.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

NOISE AND VIBRATION	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project result in:				
a. Generate construction noise levels that exceed the Noise Ordinance exterior or interior noise standards at residential properties during the hours specified in Section 10.34.120 of the City of Camarillo Municipal Code?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generate a substantial temporary (non-construction) or permanent increase in noise levels at existing sensitive receptors in the vicinity of the project site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Generate excessive ground borne vibration??	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people residing or working in the project area to excessive noise levels from aircraft operations from Camarillo Airport?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Background Information

Fundamentals of Sound and Environmental Noise

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Noise is typically defined as unwanted sound. A typical noise environment consists of a base of steady ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources, such as an occasional aircraft or train passing by to virtually continuous noise sources like traffic on a major highway.

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Those that are applicable to this analysis are as follows:

- **L_{eq}** – The equivalent energy noise level is the average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
- **CNEL** – The Community Noise Equivalent Level is a 24-hour average L_{eq} with a 10 dBA “penalty” added to noise during the hours of 10:00 P.M. to 7:00 A.M., and an additional 5 dBA penalty during the hours of 7:00 P.M. to 10:00 P.M. to account for noise sensitivity in the evening and nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.

When evaluating changes in 24-hour community noise levels, a difference of 3 dBA is a barely perceptible increase to most people. A 5 dBA increase is readily noticeable, while a difference of 10 dBA would be perceived as a doubling of loudness. Because decibels are logarithmic units, sound levels cannot be added or subtracted by ordinary arithmetic means. For example, if one source generates 50 dBA, two units would not generate 100 dBA; they would generate 53 dBA. A doubling of sound energy is needed to increase sound levels by 3 dBA. An increase of 5 dBA requires more than a tripling of sound energy.

Noise levels from a particular source decline as distance to the receptor increases. Other factors, such as the weather and reflecting or shielding, also help intensify or reduce the noise level at any given location.

A commonly used rule of thumb for roadway noise is that for every doubling of distance from the source, the noise level is reduced by about 3 dBA at acoustically “hard” locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically “soft” locations (i.e., the area between the source and receptor is earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer homes, hotels, and commercial buildings is generally more than 30 dBA.

Fundamentals of Ground-borne Vibration

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., train operations, motor vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby, creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as ground-borne vibration. Ground-borne vibration is measured as peak particle velocity (PPV) in inches per second. The general human response to different levels of ground-borne vibration velocity levels is described below in Table 5. Ground-borne vibration levels that could induce potential damage to buildings are identified in Table 6.

TABLE 5 - HUMAN RESPONSE TO LEVELS OF GROUND-BORNE VIBRATION

Human Response	Maximum PPV in Inches per Second	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely Perceptible	0.04	0.01
Distinctly Perceptible	0.25	0.04
Strongly Perceptible	0.9	0.1
Severe	2	0.4

Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source of table data: California Department of Transportation, 2013.

TABLE 6 - GROUND-BORNE VIBRATION DAMAGE POTENTIAL CRITERIA

Structure and Condition	Maximum PPV in Inches per Second	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely Fragile Historic Buildings, Ruins, Ancient Monuments	0.12	0.08
Fragile Buildings	0.2	0.1
Historic and Some Old Buildings	0.5	0.25
Older Residential Structures	0.5	0.3
New Residential Structures	1	0.5
Modern Industrial/Commercial Buildings	2	0.5

Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Source of table data: California Department of Transportation, 2013.

Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration from traffic is rarely perceptible.

City of Camarillo Noise Standards

The City of Camarillo has adopted a Noise Ordinance (Section 10.34 of the Camarillo Municipal Code), which identifies noise standards for various sources, specific noise restrictions, exemptions, and variances for sources of noise within the City. The Noise Ordinance applies to all noise sources with the exception of any vehicle that is operated upon any public highway, street or right-of-way, or to the operation of any off-highway vehicle, to the extent that it is regulated in the State Vehicle Code, and all other sources of noise that are specifically exempted. The Noise Ordinance exterior noise standards are identified in Table 7.

The Noise Ordinance interior noise standards are identified in Table 8. The Noise Ordinance does not identify any interior noise standards for non-residential dwelling units.

TABLE 7 - CITY OF CAMARILLO EXTERIOR NOISE STANDARDS

Noise Zone	Designated Noise Zone Land Use	7 a.m. to 9 p.m.	9 p.m. to 7 a.m.
Exterior Noise Standards			
I	Agricultural and Open Space Properties	55 dBA L _{eq}	45 dBA L _{eq}
II	Residential Properties	55 dBA L _{eq}	45 dBA L _{eq}
III	Commercial/Office Properties	65 dBA L _{eq}	55 dBA L _{eq}
IV	Industrial Properties	65 dBA L _{eq}	55 dBA L _{eq}

Unless otherwise provided in Section 10.34 of the Camarillo Municipal Code, no person shall operate or cause to be operated any source of sound at any location within the city, or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person which causes the noise levels when measured on any other property to exceed the following standards:

Standard No. 1 is the applicable ambient exterior noise level as set forth above plus five dBA for a cumulative period of more than 20 minutes in any hour.

Standard No. 2 is the applicable ambient exterior noise level as set forth above plus 10 dBA for a cumulative period of more than 10 minutes in any hour.

Standard No. 3 is the applicable ambient exterior noise level as set forth above plus 15 dBA for a cumulative period of more one minute in any hour.

Pursuant to Section 10.34.120(F) of the City of Camarillo Municipal Code, construction noise levels are exempted from these standards provided that the noise is not generated between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day or at any time on Sunday, or at any time on any public holiday.

Source of table data: City of Camarillo.

Section 10.34.120 of the City of Camarillo Municipal Code regulates noise from the construction of buildings and structures adjacent to or within any residential zone. Exterior construction or repair work that could generate noise levels that exceed the Noise Ordinance exterior or interior noise standards at residential properties is prohibited between the hours of 7:00 p.m. of one day and 7:00 a.m. of the next day or at any time on Sunday, or at any time on any public holiday.

Explanation of Checklist Answers

- a. Construction activities associated with the proposed project would require the use of heavy equipment for site grading, infrastructure construction, and building construction. Noise from smaller power tools, generators, and other sources of noise would also be associated with construction of the proposed structures. Although bedrock is present underneath portions of the project site, no blasting is required for construction. During each stage of development, there would be a different mix of equipment operating and noise levels would vary based on the amount of equipment in operation and the location of the activity.

TABLE 8 - CITY OF CAMARILLO INTERIOR NOISE STANDARDS

Noise Zone	Designated Noise Zone Land Use	7 a.m. to 9 p.m.	9 p.m. to 7 a.m.
Exterior Noise Standards			
I	Agricultural and Open Space Properties	55 dBA L_{eq}	45 dBA L_{eq}
All	Common Wall & Freestanding Residential Dwellings	45 dBA L_{eq}	40 dBA L_{eq}

No person shall operate or cause to be operated within a dwelling unit any source of sound or allow the creation of any noise which causes the noise level when measured inside a neighboring receiving dwelling unit to exceed the following:

Standard A is the applicable ambient exterior noise level as set forth above plus five dBA for a cumulative period of more than five minutes in any hour.

Standard B is the applicable ambient exterior noise level as set forth above plus 10 dBA for a cumulative period of more than one minute in any hour.

Source of table data: City of Camarillo.

An existing residential neighborhood is located to the east of the project site. Project construction activities could generate noise levels at the nearby residential areas to exceed the standards of the Noise Ordinance. Therefore, construction activities would be restricted to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday, and prohibited at anytime on Sunday or any public holiday pursuant to Section 10.34.120 of the City of Camarillo Municipal Code.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project does not generate construction noise levels that exceed the Noise Ordinance exterior or interior noise standards at residential properties during the hours specified in Section 10.34.120 of the City of Camarillo Municipal Code. Pursuant to standard City practice in which construction activities are a regular source of noise at times throughout Camarillo, restricting construction activities to daylight hours when residents are less sensitive to noise would reduce the potential impacts of typical construction noise to less than significant levels. Therefore, the project would have a **Less Than Significant Impact**.

- b. The primary source of noise associated with the proposed project would be the traffic traveling to and from the site. The project site is located along Arneill Road, which is designated in the City of Camarillo General Plan Circulation Element 2014 as a secondary street which can accommodate approximately 24,000 average daily trips (ADT). The Transportation section of this Initial Study shows how the project is expected to generate approximately 74 ADT. While the actual existing traffic volume on Arneill Road has not been identified for the analysis, it is in the thousands of ADT per day and the addition of the project's 74 ADT would have a negligible effect on roadway traffic noise

levels. In no case would the traffic generated by the project be capable of increase noise levels by 3 dBA or more along any existing roadway within the vicinity of the project site.

Noise would also be generated by activities within the site. These noise levels would be associated with resident and commercial vehicles, people communicating, and landscape maintenance. These sources and levels of noise would be similar to those existing within the adjacent residential neighborhood.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project generates temporary (non-construction) or permanent noise levels of less than 3 dBA. Therefore, the project would have a **Less Than Significant Impact**.

- c. Grading and construction activities that would occur at the project site may have the potential to generate low levels of ground-borne vibration. Table 9 identifies various vibration velocity levels for the types of construction equipment that would operate at the project site during construction. As shown, vibration levels could reach as high as approximately 0.089 inches per second PPV within 25 feet of an operating large bulldozer.

TABLE 9 - VIBRATION LEVELS FOR TYPICAL CONSTRUCTION EQUIPMENT

Equipment	Reference PPV at 25 Feet
Large Bulldozer	0.089
Loaded Trucks	0.076
Jackhammer	0.035
Small Bulldozer	0.003

Source of table data: California Department of Transportation, 2013.

The proposed project does not include uses that are expected to generate measurable levels of ground-borne vibration during operation. The greatest regular source of project-related ground-borne vibration would be from smaller trucks bringing in deliveries for the new project residents and larger moving trucks and garbage trucks picking-up project-related refuse material generated by the new project residents. The vibration levels associated with these trucks would be less than the levels associated with large construction equipment.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project would generate groundborne vibration from construction-related and/or operational activities that does not exceed Caltrans standards for human annoyance and/or potential building damage. The maximum vibration level of 0.089 inches per second PPV would be below the thresholds for both potential building damage and human annoyance. Therefore, the project would have a **Less Than Significant Impact**.

- d. According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project site is not located within the Camarillo Airport Sphere of Influence as depicted in the City of Camarillo Safety Element. According to the City of Camarillo Safety Element 2013, the project site is located outside of the Camarillo Airport Sphere of Influence. Therefore, **No Impact** would occur.

Cumulative Impacts

Cumulative noise impacts would occur primarily as a result of increased traffic on local roadways due to the proposed project and related projects within Camarillo. The only other related project in the vicinity of the project site is CUP-410, which involves the construction of a stealth wireless communication facility within the tower of the existing office building located at the northeastern corner of Arneill Road and Daily Drive. The improvements approved with CUP-410 would not increase the noise levels that property. Therefore, the potential change in future noise impacts in the vicinity of the project site would be less than significant.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

POPULATION AND HOUSING	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Explanation of Checklist Answers

- a. The Southern California Association of Governments (SCAG) is the metropolitan planning organization responsible for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. As the designated metropolitan planning organization for this region, SCAG is mandated by federal and law to research and draw up plans for transportation, growth management, hazardous waste management, and air quality.

As part of its comprehensive planning process, SCAG has divided its jurisdiction into 15 subregions. The City of Camarillo is a SCAG member city and is located within the Ventura County Subregion.

SCAG works with its member cities and subregional organizations to develop population projections, which form the basis of Connect SoCal, the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), Regional Housing Needs Assessment (RHNA), and other regional planning efforts. The most recent approved regional planning effort is Connect SoCal 2020, which was adopted by SCAG's Regional Council in September 2020. The Demographics & Growth Forecast Appendix for Connect SoCal 2020 identifies population projections for the City of Camarillo of 68,200 persons in 2016 and 76,100 in 2045.

The City of Camarillo has approximately 27,540 housing units as of March 31, 2022. The City of Camarillo has an estimated January 1, 2022 population of approximately 70,171 persons.² The City of Camarillo 2021-2029 Housing Element identifies an average household size of 2.76 persons per unit based on the 2020 U.S. Census.

California recently responded to the housing needs to the State by signing into law Senate Bill 330, the Housing Crisis Act of 2019. SB 330 is designed to speed up housing construction in California during the next half-decade by slashing the time it takes to obtain building permits, limiting fee increases on housing applications, and barring local governments from reducing the number of homes that can be built. Under SB 330, jurisdictions throughout the State are barred from changing building design standards, reducing the number of housing units allowed (downzoning), establishing a population cap, or enacting moratoriums on new housing construction.

Assuming that each of the proposed very low income multi-family dwelling units has two residents, the project would increase the City's population by up to 18 persons. This is a conservative estimate since seven of the units would provide one bedroom while only two would provide two bedrooms. Some of the one-bedroom units would be expected to be occupied by only one person. When added to the existing population of Camarillo, the total of 70,189 residents would not exceed SCAG's 2045 growth forecast for the City of Camarillo. Therefore, the proposed project would not directly induce

² State of California Department of Finance. <http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-1/>.

substantial population growth within the City of Camarillo that has not already been anticipated by the City and SCAG.

The proposed project is an infill development that would utilize the existing infrastructure already located at and in the immediate vicinity of the project site. It would not extend infrastructure to an area lacking such services. Therefore, the proposed project would not indirectly induce population growth at a location where growth is currently not possible.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project includes new housing and/or businesses, but the site has been planned for urban uses in the City of Camarillo General Plan, and the project does not extend any infrastructure to areas where growth is unplanned. Therefore, the project would have a **Less Than Significant Impact**.

- b. Although the site was previously occupied by as many as five buildings, the site was cleared entirely of buildings between 2002 and 2005. There are no existing homes or residential population within the project site.

According to the City of Camarillo CEQA Environmental Guidelines, no impact would occur if the project does not result in the displacement of any existing housing units. Therefore, **No Impact** would occur.

Cumulative Impacts

The September 2022 Monthly Report published by the City of Camarillo Department of Community Development identifies 1,682 residential units that are proposed, approved but not constructed, and under construction within the City (including General Plan Amendments). Most of these are multi-family residential units while 529 of these are age-restricted (55+) units (including the proposed project). Using a generation rate of two persons per age-restricted unit (1,058 persons), two persons per unit for the nine proposed very low income multi-family units (18 persons), and the City's 2.76 persons per residential unit rate for the remaining 1,144 new residences (3,158 persons) yields an estimate of 4,234 persons that would be new to the City over the next few years. When added to the existing population of Camarillo, the total of 74,405 would not exceed SCAG's 2045 population forecast of 76,100 persons. Therefore, the cumulative impacts associated with development elsewhere within Camarillo are expected to be less than significant.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

PUBLIC SERVICES AND RECREATION	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a. Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
• Fire Protection				
• Police Protection				
• Schools				
• Parks				
• Other Public Services				
b. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Background Information

The City of Camarillo receives fire protection and emergency services from the Ventura County Fire Department (VCFD). The VCFD engages in activities that are aimed at preventing fires and compliance with California Building Standards Code, Chapters 7 and 7A, and the California Fire Code (California Code of Regulations, Title 24, Part 9). The VCFD provides fire protection engineering, building inspections for code compliance, and hazardous materials inspections. The VCFD also provides education and training in public safety and emergency preparedness.

There are three fire stations which serve the City: Station 50 at 189 S. Las Posas Road; Station 52 at 5353 Santa Rosa Road.; and Station 54 at 2160 Pickwick Drive. According to the City of Camarillo Safety Element 2013, it is anticipated that average emergency response times within Camarillo are five minutes or less.

Police Protection Services for the City of Camarillo have been provided on a contract basis by the Ventura County Sheriff's Department since the City's incorporation in 1964. The City is served by the Camarillo Police Station, located at 3701 East Las Posas Road.

Public education is provided to the residents of Camarillo by the Pleasant Valley School District (PVSD) for grades K-8 and the Oxnard Union High School District (OUHSD) for grades 9-12. In addition, there are several public charter and private schools operating within Camarillo. Attendance at area schools is dependent upon the boundaries drawn by the local school districts and students often do not attend the school that is physically closest to their homes. The attendance boundaries of individual schools are adjusted by the school districts periodically on an as-needed basis.

Public parks are primarily provided to the residents of Camarillo by the Pleasant Valley Recreation and Park District (PVRPD). The PVRPD was formed in 1962 under the State Public Resources Code of California and serves an area of approximately 44 square miles. The PVRPD operates 28 parks in the Camarillo area. A variety of recreational facilities exist, including swimming pools (indoor and outdoor), lighted ball fields, tennis courts, racquetball courts, a running track, children's play equipment, picnic shelters and barbecues, and an equestrian center. In addition, the City of Camarillo owns and operates Constitution Park adjacent to Camarillo City Hall and Dizdar Park in Old Town Camarillo. As a general standard, the Pleasant Valley Recreation and Park District and the City of Camarillo recommends that for each 1,000 persons, a total of 2½ acres of neighborhood parks and 2½ acres of community parks should be required for a combined total of 5 acres of parkland per 1,000 residents.

Explanation of Checklist Answers

- a. While the proposed project may increase the demand for fire protection services through the development of new residential buildings, these demands would be met by the existing Fire Department facilities in Camarillo. As such, project development would not require the development of new or physically altered fire protection facilities which would cause significant environmental impacts. In accordance with standard City practice, the project development and building plans would be subject to review by the Fire Department to ensure that the site design and building plans comply with all applicable fire codes. The proposed project would also be subject to the Fire Protection Facilities Fee that would be used to help fund new fire facilities and equipment.

Since police protection to the project site is provided via officers driving in Police Department vehicles, the proposed project would not create the need for the construction of new or physically-altered police facilities. As such, the proposed project would not create a significant impact under

CEQA. In accordance with standard City practice, the project development and building plans would be subject to review by the Camarillo Police Department to reduce opportunities for the commission of crimes at the project site.

Development of the proposed project would increase the number of students attending local public schools. Using the local school district student generations rates of 0.5 student per multi-family unit within the PVSD and 0.0925 student per multi-family unit within the OUHSD, the nine proposed residential units would generate an average of five elementary/middle school students and one high school students. The new students would not be expected to create the need for new or expanded school facilities.

Operating revenue for school districts is provided by local property taxes accrued at the state and allocated to each school district based on the average daily student attendance. Funds for facility improvements to accommodate new students comes primarily from fees charged to new development projects. The project developer would be required to pay the required State-mandated school impact fees under the provisions of SB 50. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization.

The new residents of the proposed project would create an incremental additional demand for park and recreation areas. Because the project would not include any new public park land, the project developer would be required to pay in-lieu fees to assist the PVRPD with the purchase and development of new community park facilities.

Residents of the proposed project would have the opportunity to utilize other public facilities within Camarillo, such as the Camarillo Library. However, no new public facilities would need to be constructed to accommodate the needs of project residents. The majority of services to the project residents could be provided by local businesses such as those already located along Arneill Road.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project results in an increased demand for new public services and recreation, but no new or physically altered government facilities are needed to accommodate the increased demand. Therefore, the project would have a **Less Than Significant Impact**.

b-c. According to the City of Camarillo CEQA Environmental Guidelines, a potentially significant impact would occur if the project does not include recreational facilities to accommodate the demands of the project population (five acres per 1,000 residents). As discussed above, the new residents of the proposed project would create an incremental additional demand for park and recreation areas. Because the project would not include any new public park land, the project developer would be

required to pay in-lieu fees to assist the PVRPD with the purchase and development of new community park facilities. Payment of the required in-lieu fees would reduce the potential impacts of the proposed project to a less than significant level. Therefore, the project would have a **Less Than Significant Impact**.

Cumulative Impacts

Cumulative development of other projects throughout Camarillo would increase the demand for public services. As with the proposed project, each of these projects would be subject to the same reviews and fee obligations that would generally reduce potential cumulative impacts to public services to less than significant levels.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

TRANSPORTATION	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines Section 15064.3(b) for the reduction of vehicle miles travelled (VMT)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Background Information

Prior to 2019, traffic impacts in Camarillo and adjacent areas were evaluated using the level of service (LOS) ranking scale, which were based on a volume-to-capacity ratio. The State of California revised the CEQA Guidelines on December 28, 2018 to change the way that transportation impacts are determined to be significant. Specifically, the State has determined that vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Pursuant to Section 15064.3(b) of the CEQA Guidelines, the following criteria are to be used analyzing transportation impacts:

- (1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
- (2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.
- (3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
- (4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

Explanation of Checklist Answers

- a. According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project affects the existing or planned circulation system and/or requires the provision of transit, roadway, bicycle, and pedestrian facilities, but is consistent with the City of Camarillo Circulation Element policies for these facilities. As discussed previously in Table 3, the proposed project would not conflict with any of the applicable policies of the Circulation Element 2014. Therefore, the project would have a **Less Than Significant Impact**.
- b. According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project is within one-half mile of a major transit stop or a stop along a high-quality transit corridor with fixed route bus service providing service intervals that do not exceed 15 minutes during peak commute hours, or if the project generates fewer than 110 trips per day.

The project site is located within one-half mile of the Camarillo Transit Station which provides access to the Metrolink commuter train service, Amtrack passenger train service, and the VCTC intercity bus service. The Camarillo Area Transit (CAT) fixed route and trolley bus services are currently available via a stop within the Ponderosa Plaza across Arneill Road from the project site.

The estimated trip generation for the project is shown in Table 10.

TABLE 10 - ESTIMATED PROJECT TRIP GENERATION

Land Use	Size	Average Daily Trips	
		Rate	Trips
Multi-Family Housing (Low Rise)	9 Units	7.32/Unit	66
Commercial, Small Office	500 Square Feet	16.19/1,000 Square Feet	8
Total Trips			74

Source of trip generation rates: Institute of Transportation Engineers, Trip Generation Manual, 10th Edition.

Because the project site is located within one-half mile of a major transit stop and it would generate fewer than 110 trips per day, the project would have a **Less Than Significant Impact** under either significance criteria.

- c. According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project meets City standards for the design of roadway and site access infrastructure, and the project does not introduce incompatible uses onto the surrounding roadway infrastructure. The proposed project does not involve any changes to Arneill Road. Vehicular access to the site would be provided by a single driveway from Arneill Road as well as a single access to the adjacent alleyway. The proposed mixed-uses are compatible with Arneill Road. Therefore, the project would have a **Less Than Significant Impact**.

- d. According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project meets City standards for the design and provision of emergency access. Vehicular access to the site would be provided by a single driveway from Arneill Road as well as a single access to the adjacent alleyway. In accordance with standard City practice, the project development and building plans would be subject to review by the Fire Department to ensure that the site design and building plans comply with all applicable fire codes, including the applicable codes for emergency site access. Therefore, the project would have a **Less Than Significant Impact**.

Cumulative Impacts

As discussed above, the proposed project would not not conflict with any of the applicable policies of the Circulation Element 2014, would not conflict with CEQA Guidelines Section 15064.3(b) for the reduction of VMT, and would not result in any changes to the circulation pattern of Arneill Road. As such, it would not contribute to any potentially significant cumulative transportation impacts in Camarillo.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

Utilities and Service Systems	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
Would the project:				
a. Require the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, or natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Comply with the applicable water purveyor water conservation ordinance requirements for new development projects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Explanation of Checklist Answers

- a. The proposed project site is located within the service area of the Camarillo Water Division. The project would connect to an existing water main located in Arneill Road for potable water use.

Wastewater from the project would be treated by the Camarillo Sanitary District, which operates and maintains the Camarillo Sanitary District Water Reclamation Plant located on Howard Road near Conejo Creek. The project would connect to an existing sewer main located in Arneill Road.

Electrical power to the project site would be provided by Southern California Edison. The existing power pole located along the eastern perimeter of the site would be removed and the power lines would be placed underground.

Natural Gas would be provided to the project site by the Southern California Gas Company via an existing gas line located within Arneill Road.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project results in an increased demand for water, wastewater treatment, or storm water drainage, electric power, or natural gas, or telecommunications services, but no new or expanded utilities facilities are needed to accommodate the increased demand. The project would be served by the existing utility infrastructure at and in the immediate vicinity of the project site. No new or expanded facilities would be needed to serve the project. Therefore, the project would have a **Less Than Significant Impact**.

- b. The proposed project site is located within the service area of the Camarillo Water Division. As a result of the six year drought from 1987 through 1992, the City of Camarillo adopted the No Waste Ordinance No. 715, which has since been superseded by the City's Water Conservation Ordinance (City Municipal Code Chapter 14.12) to prohibit wasteful water practices. On July 22, 2009, the Camarillo City Council amended the Water Conservation Ordinance to provide additional water use regulations in response to the statewide drought emergency condition and declared a Stage 1 Water Supply Alert. The amendment requires that applicants for new potable water service must prepare a water impact study. In order for new such service to be approved, the water impact study must demonstrate that the proposed project will not create additional demand on the City's water system. An example of such non-impact would be if the proposed project does not require an increase in water usage from that historically used on the same site.

The City of Camarillo Water Division has researched the historic water usage for the site and identified an average usage of 1,200 gallons per day. The estimated indoor and outdoor water use for the project is identified in Table 11. As shown, the project would have an average demand of 1,183.6 gallons per day.

TABLE 11 - ESTIMATED PROJECT WATER DEMAND

Land Use	Size	Gallons Per Day	
		Rate	Total
Multi-Family Housing (Low Rise)	9 Units	120/Unit	1,080
Commercial, Small Office	500 Square Feet	115/1,000 Square Feet	57.5
Landscaping	0.06 Acre	800/Acre	46
Total Water Demand			1,183.5

Source of water demand rates: City of Camarillo Public Works Department.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project requires the provision of potable water from the applicable water purveyor, but it complies with the applicable water conservation ordinance requirements for new development projects. The project would require less water from the Camarillo Water Division than the historic

demand for the site. This complies with the City's Water Conservation Ordinance requirements for new development projects. Therefore, the project would have a **Less Than Significant Impact**.

- c. Wastewater from the project area is treated by the Camarillo Sanitary District, which operates and maintains the Camarillo Wastewater Treatment Plant (CWTP) located at 150 East Howard Road, Camarillo. The CWTP has a current capacity of 7.25 million gallons per day and the treated flows in averaged less than half of that capacity.

According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project generates an increase in wastewater, but the applicable wastewater treatment facility has adequate capacity to accommodate the projected increase. Based on the non-landscape water demand identified in Table 11, the project would generate approximately 1,137.5 (0.0011 million gallons) of wastewater per day. As such, the CWTP has adequate capacity to treat the wastewater that would be generated by the proposed project. Therefore, the project would have a **Less Than Significant Impact**.

- d-e. According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the project generates an increase in solid waste, but the project complies with applicable solid waste reduction goals. All solid-waste-generating activities within the City of Camarillo are subject to the requirements set forth in California Assembly Bill (AB) 939, which requires each city and county to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. The City of Camarillo is diverting approximately 67 percent of its total solid waste from landfills. Therefore, the proposed project would comply with the applicable statutes for solid waste disposal and the project would have a **Less Than Significant Impact**.

Cumulative Impacts

Cumulative development of other projects throughout Camarillo would increase the demand for utilities and service systems. Based on the analyses provided above, the Camarillo Water Division has domestic water supplies available to accommodate the proposed project and the CWTP has the capacity to accommodate growth within its service area for the foreseeable future. All solid-waste-generating activities within the City of Camarillo are subject to the requirements set forth in California Assembly Bill (AB) 939. Therefore, the cumulative impacts of growth throughout Camarillo are expected to be less than significant with regard to utilities and service systems.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

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

Background Information

A wildland fire is an uncontrolled fire spreading through vegetative fuels that may expose or consume structures. Although not located in a wilderness area, the threat of a wildland fire in or near Camarillo is high due to the wildland urban areas in and around the City, where structures and other human development meet or intermingle with wildland or vegetative fuels. The threat of wildfire is particularly significant during dry summer months and when there are strong Santa Ana winds. The fire season typically extends approximately five to six months, from late spring through fall. The aftermath of wildland fire produces new areas of potential landslide as burned and defoliated soils are exposed to winter rains.

The undeveloped hillside areas in and adjacent to the City present a potentially serious hazard due to the high potential for large-scale wildland fires. These areas are shown in Exhibit 11-7 of the City of Camarillo Safety Element 2013. The hills along the northern and eastern boundaries of the City are notorious for their threat of wildland fires that move quickly through the area. According to the Ventura County Community Wildfire Protection Plan and Cal Fire, these areas are within the “Very High” Fire Severity Zone. Other portions of land to the north and east are within the “Moderate” Fire Severity Zone.

Explanation of Checklist Answers

The information in this section is based primarily on the following document:

- *City of Camarillo Safety Element 2013*, prepared by RBF Consulting, Adopted May 8, 2013.

The *City of Camarillo Safety Element 2013* is available for review at the public counter of the City of Camarillo Department of Community Development or online at the City of Camarillo website.

a-d. According to the City of Camarillo Safety Element 2013, the project site is not located within or near a High Fire Hazard Zone. The project site is also not located within a fire hazard severity zone area as designated by Cal Fire. Therefore, **No Impact** would occur.

Cumulative Impacts

As discussed above, the proposed project would have no impact associated with wildfire hazards. Therefore, it would have no contribution to any cumulative impacts associated with wildfire hazards elsewhere within Camarillo.

Mitigation

None recommended.

Mitigation Monitoring

Not applicable.

Impact After Mitigation

Not applicable.

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

Background Information

Sections 15065(a) of the State CEQA Guidelines mandates that lead agencies find that a project may have a significant effect on the environment and thereby require an EIR to be prepared for the project where there is substantial evidence, in light of the whole record, that any of the following conditions may occur:

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

The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

The project has possible environmental effects that are individually limited but cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.

Explanation of Checklist Answers

- a. According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if the preceding analyses demonstrate that all project impacts would be less than significant.

The proposed project site does not include any habitat that would support candidate, sensitive, or special status species. No construction beyond the project site would occur that could affect sensitive habitat or wildlife.

No significant historic resources would be affected by the proposed project. There are no known prehistoric archeological and/or tribal cultural resources at the project site and it is likely that any surface archeological and remains that might have once occurred at the project site would have long since been eliminated by past agricultural activities. However, there is a remote possibility that archeological, tribal cultural, and/or paleontological resources exist below the ground surface, and that these resources could be encountered during site preparation. The City would condition the project to include in construction contracts the requirement that the project be halted if any such resource materials are encountered during the course of project development. The services of a qualified archaeologist and or paleontologist must then be secured to assess the resources and evaluate the impact. This would reduce the potential impacts to less than significant levels.

Therefore, the project would have a **Less Than Significant Impact**.

- b. According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if cumulative impacts for the preceding topics are analyzed and demonstrate that all project impacts would not be cumulatively considerable. Although there are other past, current, and probable future projects in Camarillo, the analyses provided throughout this Initial Study demonstrate that the project's contribution to cumulative impacts would not be considerable. Therefore, the project would have a **Less Than Significant Impact**.
- c. According to the City of Camarillo CEQA Environmental Guidelines, a less than significant impact would occur if preceding analyses demonstrate that all project impacts would be less than significant. As noted throughout the analyses above, the proposed project would not result in any significant impacts human beings. Therefore, the project would have a **Less Than Significant Impact**.

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APPENDIX A -
AIR QUALITY AND GREENHOUSE GAS
EMISSIONS ANALYSIS CALCULATION
DATA

Arneill Road Mixed-Use Custom Report

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1. Basic Project Information

1.1. Basic Project Information

Data Field	Value
Project Name	Arneill Road Mixed-Use
Lead Agency	—
Land Use Scale	Project/site
Analysis Level for Defaults	County
Windspeed (m/s)	2.70
Precipitation (days)	14.4
Location	34.21893656651814, -119.03866513236892
County	Ventura
City	Camarillo
Air District	Ventura County APCD
Air Basin	South Central Coast
TAZ	3455
EDFZ	8
Electric Utility	Southern California Edison
Gas Utility	Southern California Gas

1.2. Land Use Types

Land Use Subtype	Size	Unit	Lot Acreage	Building Area (sq ft)	Landscape Area (sq ft)	Special Landscape Area (sq ft)	Population	Description
Apartments Low Rise	9.00	Dwelling Unit	0.21	5,600	2,500	150	18.0	—
General Office Building	0.50	1000sqft	0.00	500	0.00	—	—	—

Other Non-Asphalt Surfaces	6.00	1000sqft	0.13	0.00	0.00	—	—	—
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1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

2. Emissions Summary

2.1. Construction Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	1.33	13.5	12.1	0.02	2.23	1.29	2,444
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	2.74	6.02	7.45	0.01	0.44	0.28	1,433
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	0.20	1.98	2.32	< 0.005	0.17	0.11	444
Annual (Max)	—	—	—	—	—	—	—
Unmit.	0.04	0.36	0.42	< 0.005	0.03	0.02	73.6

2.2. Construction Emissions by Year, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Year	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily - Summer (Max)	—	—	—	—	—	—	—
2023	1.33	13.5	12.1	0.02	2.23	1.29	2,444
Daily - Winter (Max)	—	—	—	—	—	—	—
2023	0.62	6.02	7.45	0.01	0.38	0.28	1,433
2024	2.74	5.68	7.40	0.01	0.44	0.26	1,431

Average Daily	—	—	—	—	—	—	—
2023	0.20	1.98	2.32	< 0.005	0.17	0.11	444
2024	0.14	0.26	0.34	< 0.005	0.02	0.01	60.0
Annual	—	—	—	—	—	—	—
2023	0.04	0.36	0.42	< 0.005	0.03	0.02	73.6
2024	0.02	0.05	0.06	< 0.005	< 0.005	< 0.005	9.93

2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Un/Mit.	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Unmit.	0.55	0.32	2.92	0.01	0.20	0.04	672
Daily, Winter (Max)	—	—	—	—	—	—	—
Unmit.	0.50	0.34	2.39	0.01	0.20	0.04	651
Average Daily (Max)	—	—	—	—	—	—	—
Unmit.	0.48	0.30	2.32	< 0.005	0.18	0.04	589
Annual (Max)	—	—	—	—	—	—	—
Unmit.	0.09	0.06	0.42	< 0.005	0.03	0.01	97.6

2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Sector	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Mobile	0.36	0.27	2.37	0.01	0.20	0.04	557
Area	0.19	0.01	0.53	< 0.005	< 0.005	< 0.005	1.46
Energy	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	99.2
Water	—	—	—	—	—	—	5.13

Waste	—	—	—	—	—	—	9.21
Refrig.	—	—	—	—	—	—	0.04
Total	0.55	0.32	2.92	0.01	0.20	0.04	672
Daily, Winter (Max)	—	—	—	—	—	—	—
Mobile	0.35	0.30	2.37	0.01	0.20	0.04	537
Area	0.14	0.00	0.00	0.00	0.00	0.00	0.00
Energy	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	99.2
Water	—	—	—	—	—	—	5.13
Waste	—	—	—	—	—	—	9.21
Refrig.	—	—	—	—	—	—	0.04
Total	0.50	0.34	2.39	0.01	0.20	0.04	651
Average Daily	—	—	—	—	—	—	—
Mobile	0.31	0.26	2.04	< 0.005	0.17	0.03	475
Area	0.17	< 0.005	0.26	< 0.005	< 0.005	< 0.005	0.72
Energy	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	99.2
Water	—	—	—	—	—	—	5.13
Waste	—	—	—	—	—	—	9.21
Refrig.	—	—	—	—	—	—	0.04
Total	0.48	0.30	2.32	< 0.005	0.18	0.04	589
Annual	—	—	—	—	—	—	—
Mobile	0.06	0.05	0.37	< 0.005	0.03	0.01	78.6
Area	0.03	< 0.005	0.05	< 0.005	< 0.005	< 0.005	0.12
Energy	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	16.4
Water	—	—	—	—	—	—	0.85
Waste	—	—	—	—	—	—	1.53
Refrig.	—	—	—	—	—	—	0.01
Total	0.09	0.06	0.42	< 0.005	0.03	0.01	97.6

3. Construction Emissions Details

3.1. Demolition (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.54	4.99	5.91	0.01	0.21	0.20	855
Demolition	—	—	—	—	0.01	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.05	0.06	< 0.005	< 0.005	< 0.005	9.37
Demolition	—	—	—	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	1.55
Demolition	—	—	—	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.05	0.05	0.73	0.00	0.01	0.00	141
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.03	0.01	< 0.005	< 0.005	< 0.005	18.9
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	0.00	1.49

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.21
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	0.00	0.25
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.03

3.3. Site Preparation (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.54	5.02	5.57	0.01	0.27	0.25	861
Dust From Material Movement	—	—	—	—	0.14	0.01	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.07	0.08	< 0.005	< 0.005	< 0.005	11.8
Dust From Material Movement	—	—	—	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	1.95
Dust From Material Movement	—	—	—	—	< 0.005	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—

Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.03	0.03	0.36	0.00	< 0.005	0.00	70.7
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	< 0.005	< 0.005	< 0.005	< 0.005	15.1
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	0.00	0.93
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.21
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	0.00	0.15
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.03

3.5. Grading (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	1.28	12.6	11.4	0.02	0.60	0.55	1,719
Dust From Material Movement	—	—	—	—	1.38	0.67	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.04	0.34	0.31	< 0.005	0.02	0.02	47.1
Dust From Material Movement	—	—	—	—	0.04	0.02	—

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.06	< 0.005	< 0.005	< 0.005	7.80
Dust From Material Movement	—	—	—	—	0.01	< 0.005	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.04	0.04	0.54	0.00	0.01	0.00	106
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.01	0.82	0.19	< 0.005	0.05	0.02	619
Daily, Winter (Max)	—	—	—	—	—	—	—
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	0.00	2.79
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	0.02	0.01	< 0.005	< 0.005	< 0.005	16.9
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	0.00	0.46
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	2.80

3.7. Building Construction (2023) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.58	5.93	7.00	0.01	0.28	0.26	1,309

Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.58	5.93	7.00	0.01	0.28	0.26	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.14	1.46	1.73	< 0.005	0.07	0.06	323
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	0.03	0.27	0.31	< 0.005	0.01	0.01	53.4
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Worker	0.03	0.04	0.48	0.00	0.01	0.00	93.9
Vendor	< 0.005	0.04	0.01	< 0.005	< 0.005	< 0.005	34.7
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.03	0.04	0.44	0.00	0.01	0.00	89.4
Vendor	< 0.005	0.05	0.01	< 0.005	< 0.005	< 0.005	34.6
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	0.01	0.01	0.11	0.00	< 0.005	0.00	22.2
Vendor	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	8.54
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.02	0.00	< 0.005	0.00	3.68
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	1.41
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.9. Building Construction (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.56	5.60	6.98	0.01	0.26	0.23	1,309
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.02	0.15	0.19	< 0.005	0.01	0.01	35.9
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.03	0.03	< 0.005	< 0.005	< 0.005	5.94
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.03	0.04	0.41	0.00	0.01	0.00	87.7
Vendor	< 0.005	0.04	0.01	< 0.005	< 0.005	< 0.005	34.2
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	0.00	2.42
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.94
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	0.00	0.40
Vendor	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.16

Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
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3.11. Paving (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.53	4.52	5.32	0.01	0.21	0.19	826
Paving	0.00	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.06	0.07	< 0.005	< 0.005	< 0.005	11.3
Paving	0.00	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	1.87
Paving	0.00	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Worker	0.08	0.10	1.07	0.00	0.01	0.00	231
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	0.01	0.00	< 0.005	0.00	3.19

Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	0.00	0.53
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.13. Architectural Coating (2024) - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Location	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Onsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Off-Road Equipment	0.14	0.91	1.15	< 0.005	0.03	0.03	134
Architectural Coatings	2.59	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Off-Road Equipment	0.01	0.04	0.05	< 0.005	< 0.005	< 0.005	5.51
Architectural Coatings	0.11	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Off-Road Equipment	< 0.005	0.01	0.01	< 0.005	< 0.005	< 0.005	0.91
Architectural Coatings	0.02	—	—	—	—	—	—
Onsite truck	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Offsite	—	—	—	—	—	—	—
Daily, Summer (Max)	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—

Worker	0.01	0.01	0.08	0.00	< 0.005	0.00	17.5
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Average Daily	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	0.00	0.73
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Worker	< 0.005	< 0.005	< 0.005	0.00	< 0.005	0.00	0.12
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4. Operations Emissions Details

4.1. Mobile Emissions by Land Use

4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Low Rise	0.32	0.24	2.12	< 0.005	0.17	0.03	497
General Office Building	0.04	0.03	0.25	< 0.005	0.02	< 0.005	59.9
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.36	0.27	2.37	0.01	0.20	0.04	557
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Low Rise	0.32	0.27	2.12	< 0.005	0.17	0.03	479
General Office Building	0.04	0.03	0.25	< 0.005	0.02	< 0.005	57.7

Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.35	0.30	2.37	0.01	0.20	0.04	537
Annual	—	—	—	—	—	—	—
Apartments Low Rise	0.05	0.04	0.34	< 0.005	0.03	0.01	71.5
General Office Building	< 0.005	< 0.005	0.03	< 0.005	< 0.005	< 0.005	7.11
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	0.06	0.05	0.37	< 0.005	0.03	0.01	78.6

4.2. Energy

4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	33.9
General Office Building	—	—	—	—	—	—	8.49
Other Non-Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	42.4
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	33.9
General Office Building	—	—	—	—	—	—	8.49
Other Non-Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	42.4
Annual	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	5.61

General Office Building	—	—	—	—	—	—	1.41
Other Non-Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	7.01

4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Low Rise	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	52.6
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	4.27
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	56.8
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Low Rise	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	52.6
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	4.27
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	< 0.005	0.04	0.02	< 0.005	< 0.005	< 0.005	56.8
Annual	—	—	—	—	—	—	—
Apartments Low Rise	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	8.70
General Office Building	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	< 0.005	0.71
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	< 0.005	0.01	< 0.005	< 0.005	< 0.005	< 0.005	9.41

4.3. Area Emissions by Source

4.3.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Source	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.13	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—
Landscape Equipment	0.05	0.01	0.53	< 0.005	< 0.005	< 0.005	1.46
Total	0.19	0.01	0.53	< 0.005	< 0.005	< 0.005	1.46
Daily, Winter (Max)	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.13	—	—	—	—	—	—
Architectural Coatings	0.01	—	—	—	—	—	—
Total	0.14	0.00	0.00	0.00	0.00	0.00	0.00
Annual	—	—	—	—	—	—	—
Hearths	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	0.02	—	—	—	—	—	—
Architectural Coatings	< 0.005	—	—	—	—	—	—
Landscape Equipment	< 0.005	< 0.005	0.05	< 0.005	< 0.005	< 0.005	0.12
Total	0.03	< 0.005	0.05	< 0.005	< 0.005	< 0.005	0.12

4.4. Water Emissions by Land Use

4.4.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—

Apartments Low Rise	—	—	—	—	—	—	4.11
General Office Building	—	—	—	—	—	—	1.02
Other Non-Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	5.13
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	4.11
General Office Building	—	—	—	—	—	—	1.02
Other Non-Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	5.13
Annual	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	0.68
General Office Building	—	—	—	—	—	—	0.17
Other Non-Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	0.85

4.5. Waste Emissions by Land Use

4.5.2. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	8.34
General Office Building	—	—	—	—	—	—	0.88
Other Non-Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	9.21

Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	8.34
General Office Building	—	—	—	—	—	—	0.88
Other Non-Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	9.21
Annual	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	1.38
General Office Building	—	—	—	—	—	—	0.15
Other Non-Asphalt Surfaces	—	—	—	—	—	—	0.00
Total	—	—	—	—	—	—	1.53

4.6. Refrigerant Emissions by Land Use

4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	0.04
General Office Building	—	—	—	—	—	—	< 0.005
Total	—	—	—	—	—	—	0.04
Daily, Winter (Max)	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	0.04
General Office Building	—	—	—	—	—	—	< 0.005
Total	—	—	—	—	—	—	0.04
Annual	—	—	—	—	—	—	—
Apartments Low Rise	—	—	—	—	—	—	0.01

General Office Building	—	—	—	—	—	—	< 0.005
Total	—	—	—	—	—	—	0.01

4.7. Offroad Emissions By Equipment Type

4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.8. Stationary Emissions By Equipment Type

4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.9. User Defined Emissions By Equipment Type

4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Equipment Type	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10. Soil Carbon Accumulation By Vegetation Type

4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Vegetation	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Land Use	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
----------	-----	-----	----	-----	-------	--------	------

Daily, Summer (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—
Total	—	—	—	—	—	—	—

4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

Species	ROG	NOx	CO	SO2	PM10T	PM2.5T	CO2e
Daily, Summer (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Daily, Winter (Max)	—	—	—	—	—	—	—
Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—
Annual	—	—	—	—	—	—	—

Avoided	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Sequestered	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
Removed	—	—	—	—	—	—	—
Subtotal	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—

5. Activity Data

5.1. Construction Schedule

Phase Name	Phase Type	Start Date	End Date	Days Per Week	Work Days per Phase	Phase Description
Demolition	Demolition	8/1/2023	8/6/2023	5.00	4.00	—
Site Preparation	Site Preparation	8/7/2023	8/13/2023	5.00	5.00	—
Grading	Grading	8/14/2023	8/27/2023	5.00	10.0	—
Building Construction	Building Construction	8/28/2023	1/14/2024	5.00	100	—
Paving	Paving	1/15/2024	1/21/2024	5.00	5.00	—
Architectural Coating	Architectural Coating	1/22/2024	2/11/2024	5.00	15.0	—

5.2. Off-Road Equipment

5.2.1. Unmitigated

Phase Name	Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	Diesel	Average	1.00	8.00	33.0	0.73
Demolition	Rubber Tired Dozers	Diesel	Average	1.00	1.00	367	0.40

Demolition	Tractors/Loaders/Backhoes	Diesel	Average	2.00	6.00	84.0	0.37
Site Preparation	Graders	Diesel	Average	1.00	8.00	148	0.41
Site Preparation	Tractors/Loaders/Backhoes	Diesel	Average	1.00	8.00	84.0	0.37
Grading	Graders	Diesel	Average	1.00	6.00	148	0.41
Grading	Rubber Tired Dozers	Diesel	Average	1.00	6.00	367	0.40
Grading	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Building Construction	Cranes	Diesel	Average	1.00	4.00	367	0.29
Building Construction	Forklifts	Diesel	Average	2.00	6.00	82.0	0.20
Building Construction	Tractors/Loaders/Backhoes	Diesel	Average	2.00	8.00	84.0	0.37
Paving	Cement and Mortar Mixers	Diesel	Average	4.00	6.00	10.0	0.56
Paving	Pavers	Diesel	Average	1.00	7.00	81.0	0.42
Paving	Rollers	Diesel	Average	1.00	7.00	36.0	0.38
Paving	Tractors/Loaders/Backhoes	Diesel	Average	1.00	7.00	84.0	0.37
Architectural Coating	Air Compressors	Diesel	Average	1.00	6.00	37.0	0.48

5.3. Construction Vehicles

5.3.1. Unmitigated

Phase Name	Trip Type	One-Way Trips per Day	Miles per Trip	Vehicle Mix
Demolition	—	—	—	—
Demolition	Worker	10.0	18.5	LDA,LDT1,LDT2
Demolition	Vendor	—	10.2	HHDT,MHDT
Demolition	Hauling	0.25	20.0	HHDT
Demolition	Onsite truck	—	—	HHDT

Site Preparation	—	—	—	—
Site Preparation	Worker	5.00	18.5	LDA,LDT1,LDT2
Site Preparation	Vendor	—	10.2	HHDT,MHDT
Site Preparation	Hauling	0.20	20.0	HHDT
Site Preparation	Onsite truck	—	—	HHDT
Grading	—	—	—	—
Grading	Worker	7.50	18.5	LDA,LDT1,LDT2
Grading	Vendor	—	10.2	HHDT,MHDT
Grading	Hauling	8.20	20.0	HHDT
Grading	Onsite truck	—	—	HHDT
Building Construction	—	—	—	—
Building Construction	Worker	6.64	18.5	LDA,LDT1,LDT2
Building Construction	Vendor	1.04	10.2	HHDT,MHDT
Building Construction	Hauling	0.00	20.0	HHDT
Building Construction	Onsite truck	—	—	HHDT
Paving	—	—	—	—
Paving	Worker	17.5	18.5	LDA,LDT1,LDT2
Paving	Vendor	—	10.2	HHDT,MHDT
Paving	Hauling	0.00	20.0	HHDT
Paving	Onsite truck	—	—	HHDT
Architectural Coating	—	—	—	—
Architectural Coating	Worker	1.33	18.5	LDA,LDT1,LDT2
Architectural Coating	Vendor	—	10.2	HHDT,MHDT
Architectural Coating	Hauling	0.00	20.0	HHDT
Architectural Coating	Onsite truck	—	—	HHDT

5.4. Vehicles

5.4.1. Construction Vehicle Control Strategies

Non-applicable. No control strategies activated by user.

5.5. Architectural Coatings

Phase Name	Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
Architectural Coating	11,340	3,780	750	250	335

5.6. Dust Mitigation

5.6.1. Construction Earthmoving Activities

Phase Name	Material Imported (Ton of Debris)	Material Exported (Ton of Debris)	Acres Graded (acres)	Material Demolished (Ton of Debris)	Acres Paved (acres)
Demolition	0.00	0.00	0.00	3.00	—
Site Preparation	—	1.00	2.50	0.00	—
Grading	50.0	600	7.50	0.00	—
Paving	0.00	0.00	0.00	0.00	0.13

5.6.2. Construction Earthmoving Control Strategies

Control Strategies Applied	Frequency (per day)	PM10 Reduction	PM2.5 Reduction
Water Exposed Area	3	74%	74%
Water Demolished Area	2	36%	36%

5.7. Construction Paving

Land Use	Area Paved (acres)	% Asphalt
Apartments Low Rise	—	0%
General Office Building	0.00	0%

Other Non-Asphalt Surfaces	0.13	0%
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5.8. Construction Electricity Consumption and Emissions Factors

kWh per Year and Emission Factor (lb/MWh)

Year	kWh per Year	CO2	CH4	N2O
2023	0.00	349	0.03	< 0.005
2024	0.00	349	0.03	< 0.005

5.9. Operational Mobile Sources

5.9.1. Unmitigated

Land Use Type	Trips/Weekday	Trips/Saturday	Trips/Sunday	Trips/Year	VMt/Weekday	VMt/Saturday	VMt/Sunday	VMt/Year
Apartments Low Rise	65.9	73.3	56.5	23,943	555	617	476	201,650
General Office Building	8.09	1.11	0.35	2,186	74.5	10.2	3.22	20,110
Other Non-Asphalt Surfaces	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

5.10. Operational Area Sources

5.10.1. Hearths

5.10.1.1. Unmitigated

Hearth Type	Unmitigated (number)
Apartments Low Rise	—
Wood Fireplaces	0
Gas Fireplaces	0

Propane Fireplaces	0
Electric Fireplaces	0
No Fireplaces	9
Conventional Wood Stoves	0
Catalytic Wood Stoves	0
Non-Catalytic Wood Stoves	0
Pellet Wood Stoves	0

5.10.2. Architectural Coatings

Residential Interior Area Coated (sq ft)	Residential Exterior Area Coated (sq ft)	Non-Residential Interior Area Coated (sq ft)	Non-Residential Exterior Area Coated (sq ft)	Parking Area Coated (sq ft)
11340	3,780	750	250	335

5.10.3. Landscape Equipment

Season	Unit	Value
Snow Days	day/yr	0.00
Summer Days	day/yr	180

5.11. Operational Energy Consumption

5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

Land Use	Electricity (kWh/yr)	CO2	CH4	N2O	Natural Gas (kBTU/yr)
Apartments Low Rise	35,265	349	0.0330	0.0040	163,546
General Office Building	8,834	349	0.0330	0.0040	13,276
Other Non-Asphalt Surfaces	0.00	349	0.0330	0.0040	0.00

5.12. Operational Water and Wastewater Consumption

5.12.1. Unmitigated

Land Use	Indoor Water (gal/year)	Outdoor Water (gal/year)
Apartments Low Rise	341,131	41,440
General Office Building	88,867	0.00
Other Non-Asphalt Surfaces	0.00	0.00

5.13. Operational Waste Generation

5.13.1. Unmitigated

Land Use	Waste (ton/year)	Cogeneration (kWh/year)
Apartments Low Rise	2.21	0.00
General Office Building	0.47	0.00
Other Non-Asphalt Surfaces	0.00	0.00

5.14. Operational Refrigeration and Air Conditioning Equipment

5.14.1. Unmitigated

Land Use Type	Equipment Type	Refrigerant	GWP	Quantity (kg)	Operations Leak Rate	Service Leak Rate	Times Serviced
Apartments Low Rise	Average room A/C & Other residential A/C and heat pumps	R-410A	2,088	< 0.005	2.50	2.50	10.0
Apartments Low Rise	Household refrigerators and/or freezers	R-134a	1,430	0.12	0.60	0.00	1.00
General Office Building	Household refrigerators and/or freezers	R-134a	1,430	0.02	0.60	0.00	1.00
General Office Building	Other commercial A/C and heat pumps	R-410A	2,088	< 0.005	4.00	4.00	18.0

5.15. Operational Off-Road Equipment

5.15.1. Unmitigated

Equipment Type	Fuel Type	Engine Tier	Number per Day	Hours Per Day	Horsepower	Load Factor
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5.16. Stationary Sources

5.16.1. Emergency Generators and Fire Pumps

Equipment Type	Fuel Type	Number per Day	Hours per Day	Hours per Year	Horsepower	Load Factor
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5.16.2. Process Boilers

Equipment Type	Fuel Type	Number	Boiler Rating (MMBtu/hr)	Daily Heat Input (MMBtu/day)	Annual Heat Input (MMBtu/yr)
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5.17. User Defined

Equipment Type	Fuel Type
—	—

5.18. Vegetation

5.18.1. Land Use Change

5.18.1.1. Unmitigated

Vegetation Land Use Type	Vegetation Soil Type	Initial Acres	Final Acres
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5.18.1. Biomass Cover Type

5.18.1.1. Unmitigated

Biomass Cover Type	Initial Acres	Final Acres
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5.18.2. Sequestration

5.18.2.1. Unmitigated

Tree Type	Number	Electricity Saved (kWh/year)	Natural Gas Saved (btu/year)
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8. User Changes to Default Data

Screen	Justification
Land Use	Lot acreage and building space changed to reflect proposed project plans.
Construction: Construction Phases	Default dates changed to reflect anticipated construction schedule.
Operations: Vehicle Data	Default trip rates changed based on ITE rates for the actual proposed uses.
Operations: Water and Waste Water	No septic tank treatment of project wastewater.

APPENDIX B - HISTORIC RESOURCES INVESTIGATION



Rincon Consultants, Inc.

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September 19, 2022
Project No: 22-13216

Michael Brown, President
Cadence Environmental Consultants
816 Sausalito Drive
Camarillo, California 93010
Submitted via email: mbrown@cadenceenv.com

Subject: Historic Resources Evaluation of 248-276 Arneill Road, Camarillo, Ventura County, California

Dear Mr. Brown:

This memorandum was prepared by Rincon Consultants, Inc. (Rincon) for Cadence Environmental Consultants and presents the findings of a Historic Resources Evaluation of the site at 248-276 Arneill Road, Camarillo, CA (subject site; Assessor's Parcel Numbers [APNs] 162001221, 162001228, 162001229, 162001230, and 162001231). The site is depicted in its regional and local context in Attachment A, Figure 1 and Figure 2. The purpose of this assessment is to determine if the subject site meets the definition of a historical resource, as defined by Section 15064.5(a) of the Guidelines for Implementation of the California Environmental Quality Act (CEQA Guidelines). Documented in this technical memorandum are the results of the tasks performed by Rincon, specifically archival and background research, a built environment field survey, and the evaluation of the subject site for listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and for eligibility as a City of Camarillo landmark. All work was completed in accordance with the California Environmental Quality Act (CEQA) and applicable local regulations. This memo was prepared by Architectural Historian James Williams, MA. Senior Architectural Historian Rachel Perzel, MA, provided oversight and conducted the built environment field survey. Architectural History Program Manager Steven Treffers, MHP, provided additional project oversight. Principal Shannon Carmack conducted QA/QC of the memo. Mr. Williams, Ms. Perzel, Mr. Treffers, and Ms. Carmack meet the Secretary of the Interior's Professional Qualifications Standards for History and Architectural History.

Brief Historic Context

The following historic context is presented to contextualize the development of the subject site.

The land on which the city of Camarillo was developed was historically part of a large land grant called Rancho Calleguas, a 10,000-acre property granted to Jose Pedro Ruiz by the Mexican government in 1837. Similar to other ranchos in the area, livestock ranching sustained Rancho Calleguas as its primary source of income. When California was declared part of the United States in 1850, adjacent land that was not part of any of the rancho system was declared property of the United States government and was promptly occupied by homesteaders (White 1988).

Juan Camarillo, Sr. purchased Rancho Calleguas from Ruiz's descendants in 1875, and following Camarillo's death in 1880, the rancho passed to his widow and sons, with the eldest, Adolfo Camarillo,



taking over ranch operations (*Los Angeles Times* April 17, 1898, Pleasant Valley Historical Society 2022). Camarillo took its current name in circa 1899 following Adolfo's donation of significant former rancho lands for public use, including the development of a high school and park, widening of the highway, and establishment of a railroad right-of-way (ROW) and a new station for the Southern Pacific Railroad.

Following the arrival of the railroad in 1899, Camarillo developed slowly, primarily serving the many farmers in the surrounding area. William T. Fulton laid out the Camarillo town site in 1910; it included the Southern Pacific Railroad depot, a church site, and residential parcels. Area ranchers purchased land near the railroad depot and along Ventura Boulevard, which they developed and leased to merchants. Through the first half of the 20th century, Camarillo remained a small, rural town surrounded by farms.

Following county-wide trends, Camarillo experienced rapid population growth in the decades following World War II, with the rural areas surrounding the town giving way to residential and commercial development during this period (*Los Angeles Times* var. Triem 1985). In 1954 the construction of U.S. Route 101 was completed through the community, resulting in the dramatic alteration of the area's land use patterns. A notable change was the development of the area west of Arneill Road, which was increasingly built out with commercial and residential properties in the decades following completion of U.S. Route 101 (NETROnline 2022). Out of a desire to retain their identity in a rapidly expanding Ventura County, the Camarillo Incorporation Study Committee was formed in 1962 to determine if the community should incorporate, and in 1964 the 5.4 square mile community of 10,000 residents officially incorporated. Annexations between 1965 and 1978 enlarged the city from approximately 12 to 17 square miles (White 1988). Today, the city encompasses nearly 20 square miles and a population of over 66,000 residents (City of Camarillo, n.d.).

Methods

Background and Archival Research

Rincon completed background and archival research in support of this assessment in August and September 2022. A variety of primary and secondary source materials including, but not limited to, historical maps, aerial photographs, and written histories of the area were consulted. In particular, the following sources were utilized to develop an understanding of the subject site and its context, in addition to those listed in the References section:

- Ventura County Assessor's Office
- Historical aerial photographs accessed via University of California, Santa Barbara Library FrameFinder and NETR Online
- Historical United States Geological Survey (USGS) topographic maps
- Historical newspaper clippings obtained via Newspapers.com
- Historical city directories for Ventura County via Ancestry.com

Field Survey

Rincon Architectural Historian Rachel Perzel, MA, conducted a built environment survey of the subject site on September 8, 2022. During the survey, all built environment resources within the project site, which were limited to two building foundations and related concrete features, were visually inspected. Pursuant to OHP Guidelines (California OHP 1995: 2), properties over 45 years of age were evaluated for



inclusion in the NRHP, CRHR, and local listing and recorded on California Department of Parks (DPR) 523 series forms. Overall condition and integrity of these resources were documented and assessed. Site characteristics and conditions were documented using notes and digital photographs which are maintained at Rincon's Ventura office.

Findings

Aerial Imagery and Historical Topographic Maps Review

Rincon completed a review of historical topographic maps and aerial imagery to ascertain the development history of the subject site. Historical USGS topographical maps show that, from 1904 to 1925, the subject site was undeveloped land along Arneill Road. (USGS 2022). As depicted in a historical aerial photograph taken in 1935, at that time the site was developed with three properties containing as many as five buildings. In the 1930s, the properties encompassed by the subject site were near what was then the northeast corner of Camarillo's town grid, which was densely developed with what appear to have been mostly residential properties. During this period, west of Arneill Road, opposite the subject site, was primarily agricultural (UCSB 1935). This pattern of development, both for the subject site and its surroundings, remained consistent until the late 1960s, by which time the former farmland on the west side of Arneill Road was increasingly developed with what appear to have been mostly commercial properties (NETROnline 2022, UCSB 1952). While the surrounding area, especially properties fronting Arneill Road, was subject to increasing commercial development in the 1970s and 1980s, the subject site retained its apparently residential character through the end of the twentieth century. Between 2002 and 2005, however, the subject site was cleared entirely of buildings and there have been no substantial changes to the site or its surroundings since then (NETROnline 2022).

Survey Results

The following section summarizes the results of all background research and field survey as they pertain to built environment resources that may qualify as historical resources. The field survey and background research conducted for this assessment resulted in the identification of one historic-age property within the subject site, 248-276 Arneill Road. As a result of this assessment, 248-276 Arneill Road was recorded and evaluated for historical resources eligibility on a set of DPR series 523 forms, which are included in Attachment B and summarized below.

748-746 Arneill Road

Physical Description

The subject site consists of five contiguous parcels, which overall front the east side of Arneill Road, just south of Barry Street in Camarillo. It is bounded on the north and south by private property and on the east by an alley that runs parallel to Arneill Road. The rectangular site measures roughly 120 feet across the Arneill Road frontage and 130 feet from front to back. While there are currently no buildings or structures on the site, two concrete features remain on the property, consisting collectively of two building foundations, a curb, and a driveway. The features are at the north and south ends of the property, leaving a large undeveloped area at the center of the site.

Near the northwest corner of the property is Feature One, consisting of a building foundation and a curb. The foundation is rectangular and measures approximately 20 feet across the front end and 25



feet front to back (Attachment A, Figure 3). The remnants of linoleum flooring are present on much of the surface. The foundation has a minimal setback from the ROW and a short set of concrete steps descending to the adjacent sidewalk, which is at a slightly lower grade than the foundation. An associated concrete retaining curb extends south along the west boundary. It is approximately 12 inches high and 50 feet long.

Feature Two occupies the south end of the site and consists of a concrete building foundation, retaining wall or building foundation remnant, and driveway (Attachment A, Figure 4). The building foundation is roughly L-planned, measures 25 feet wide and 50 feet long, and is flush with the surrounding terrain. A concrete linear element, possibly a retaining wall or remnants of a perimeter foundation, extends approximately 30 feet toward Arneill Road from the foundation's northwest corner. South of the foundation, a concrete driveway extends from the Arneill Road ROW to the alley east of the property. It measures approximately 90 feet long and 12 feet wide.

Aside from the concrete features described above, the site is undeveloped and characterized mostly by exposed soil. Artificial landscaping is minimal and includes a mature tree at the center of the site and a mature palm along the north boundary.

Property History

As noted above in *Aerial Imagery and Historical Topographical Maps Review*, through the early twentieth century, the subject site remained undeveloped and in what was likely a predominantly agricultural area. Located at what was then the northwest corner of the town's street grid, the subject site was developed by 1935 with as many as four properties. The site remained essentially unchanged during the post-World War II era, even as new commercial and residential development replaced the expanses of farmland north and west of the subject site. By the 1959, Maria Marta, a native of Chihuahua, Mexico, came to occupy 264 Arneill Road, a former residential property that likely corresponds to the area at the center of the site. Marta died in 1964 (R.L. Polk & Co. 1959, *Ventura County Star* 1964). Research for this evaluation found no further information of consequence pertaining to Marta or identifying any other owner or occupant of the site's constituent properties. All buildings on the subject site were razed by 2005 (NETROnline 2022).

Historical Resources Evaluation

The subject site, consisting of the two building foundations at 248-278 Arneill Road, is recommended ineligible for listing in the NRHP and CRHR and for designation as a City of Camarillo landmark under any significance criteria. The site consists of the foundations of two residential and/or commercial buildings and other minor associated features constructed on the site in the early or mid-twentieth century. There is no evidence that the site or any of its component properties have significant associations with the early development of Camarillo or in the context of any other historical event with significance to the history of the city, region, state, or nation. As such, the property is recommended ineligible for listing under Criteria A/1/1. Archival research identified one previous occupant of the property, Maria Marta, who resided at 264 Arneill Road until her death in 1964. Research for this study uncovered no information suggesting Marta or any other individual associated with the site has made significant contributions to the history the city, region, state, or nation. The property is therefore recommended ineligible under Criteria B/2/2. The built elements of the subject site are ordinary concrete foundations and related features. They do not embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic values. As such, the site is



recommended ineligible under Criteria C/3/3. The site was not evaluated for eligibility under NRHP Criterion D or CRHR Criterion 4, which pertains to the potential to yield information about prehistory or history; local regulations do not include a corresponding landmark designation criterion.

Conclusions

As a result of this study, the subject site at 248-276 Arneill Road is recommended ineligible for federal, state, and local designation, and therefore is not considered a historical resource as defined by Section 15064.5(a) of the CEQA Guidelines. Any future project which may result in the alteration or demolition of the built environment features on the site would therefore not result in a significant impact to historical resources.

Should you have any questions concerning this study, please do not hesitate to contact the undersigned at (805) 946-1931 or jwilliams@rinconconsultants.com.

Sincerely,
Rincon Consultants, Inc.

A handwritten signature in black ink, appearing to read "James Williams".

James Williams, MA
Architectural Historian

A handwritten signature in black ink, appearing to read "Shannon Carmack".

Shannon Carmack, BA
Principal

Attachments

Attachment A Figures

Attachment B Department of Parks and Recreation Series 523 Forms



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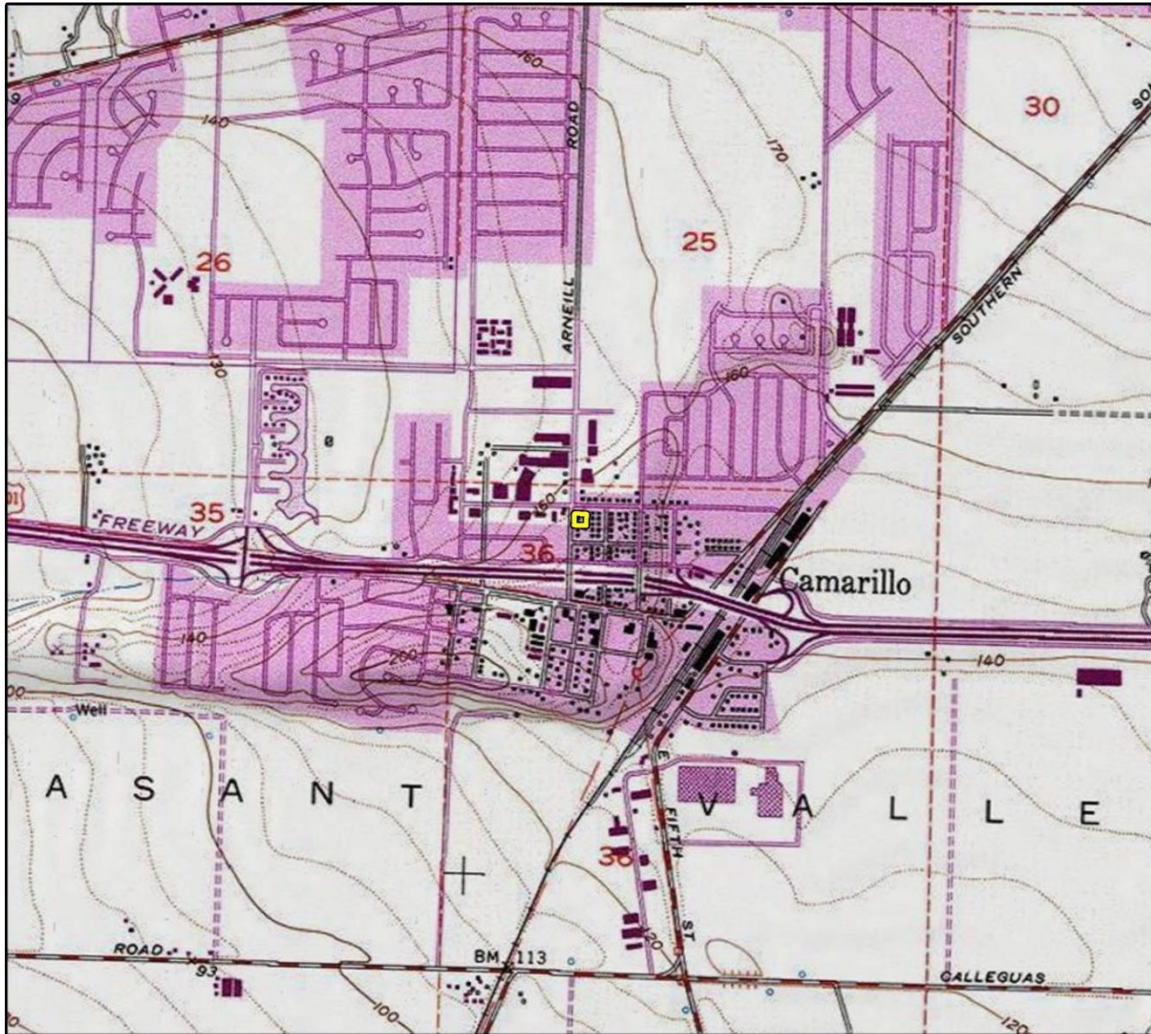
White, David

1988 Greater Camarillo Then and Now. Ventura County: Camarillo Chamber of Commerce.

Attachment A

Figures

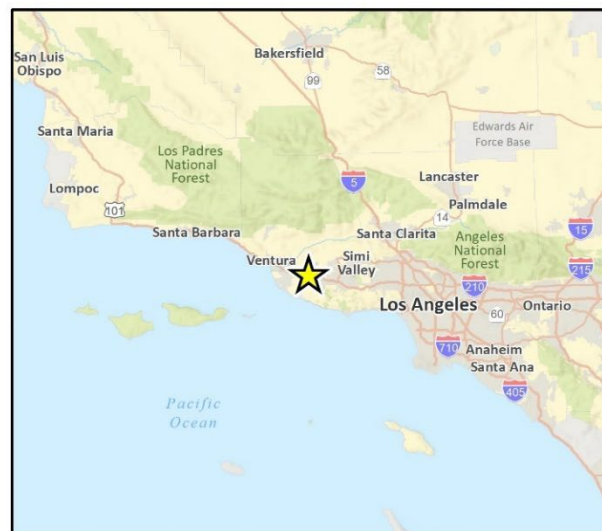
Figure 1 Location Map



Basemap provided by National Geographic Society, Esri and their licensors © 2022. Camarillo Quadrangle. T02N R21W S36. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

 Subject Property

0 1,000 2,000 Feet



CRFig 1 Proj Locn Map

Figure 2 Site Map



Imagery provided by Microsoft Bing and its licensors © 2022.

Site Map & Property Photo Map

Figure 3 Feature One, Facing Southeast



Figure 4 Overview of Feature Two, Facing East



Attachment B

Department of Parks and Recreation Series 523 Forms

PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

Page 1 of 5

*Resource Name or #: 248-276 Arneill Road

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County: Ventura

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Camarillo, CA

Date: 1951 T 2N ; R 21W; Sec 36 ; S.B.

B.M.

c. Address: 248-276 Arneill Road

City: Camarillo

Zip: 93010

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: APNs: 162001221, 162001228, 162001229, 162001230, and 162001231 Elevation: 170 ft. AMSL

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject site consists of five contiguous parcels, which overall front the east side of Arneill Road, just south of Barry Street in Camarillo. It is bounded on the north and south by private property and on the east by an alley that runs parallel to Arneill Road. The rectangular site measures roughly 120 feet across the Arneill Road frontage and 130 feet from front to back. While there are currently no buildings or structures on the site, two concrete features remain on the property, consisting collectively of two building foundations, a curb, and a driveway. The features are at the north and south ends of the property, leaving a large undeveloped area at the center of the site.

Near the northwest corner of the property is Feature One, consisting of a building foundation and a curb. The foundation is rectangular and measures approximately 20 feet across the front end and 25 feet front to back.. The remnants of linoleum flooring are present on much of the surface. The foundation has a minimal setback from the right-of-way and a short set of concrete steps descending to the adjacent sidewalk, which is at a slightly lower grade than the foundation. An associated concrete retaining curb extends south along the west boundary. It is approximately 12 inches high and 50 feet long.

See continuation sheet, p. 4.

*P3b. Resource Attributes: (List attributes and codes)

*P4. Resources Present: ☐ Building ☐ Structure ☐ Object ☒ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: (View, date, accession #)
Feature One, Facing Southeast,
September 8, 2022.

*P6. Date Constructed/Age and

Sources: ☒ Historic

☐ Prehistoric ☐ Both

Constructed circa 1935;
demolished circa 2005 (UCSB
1935; NETROnline 2022)

*P7. Owner and Address:

N/A

*P8. Recorded by: (Name,
affiliation, and address)

Rachel Perzel
Rincon Consultants
180 N. Ashwood Avenue
Ventura, CA 93003

*P9. Date Recorded:

September 8, 2022

*P10. Survey Type: Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Williams, James and Shannon Carmack. 2022. *Historic Resources Evaluation of 248-276 Arneill Road, Camarillo, Ventura County, California*. September 19. Rincon project no. 22-13216.

*Attachments: ☐ NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

DPR 523A (1/95)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HRI#
Trinomial

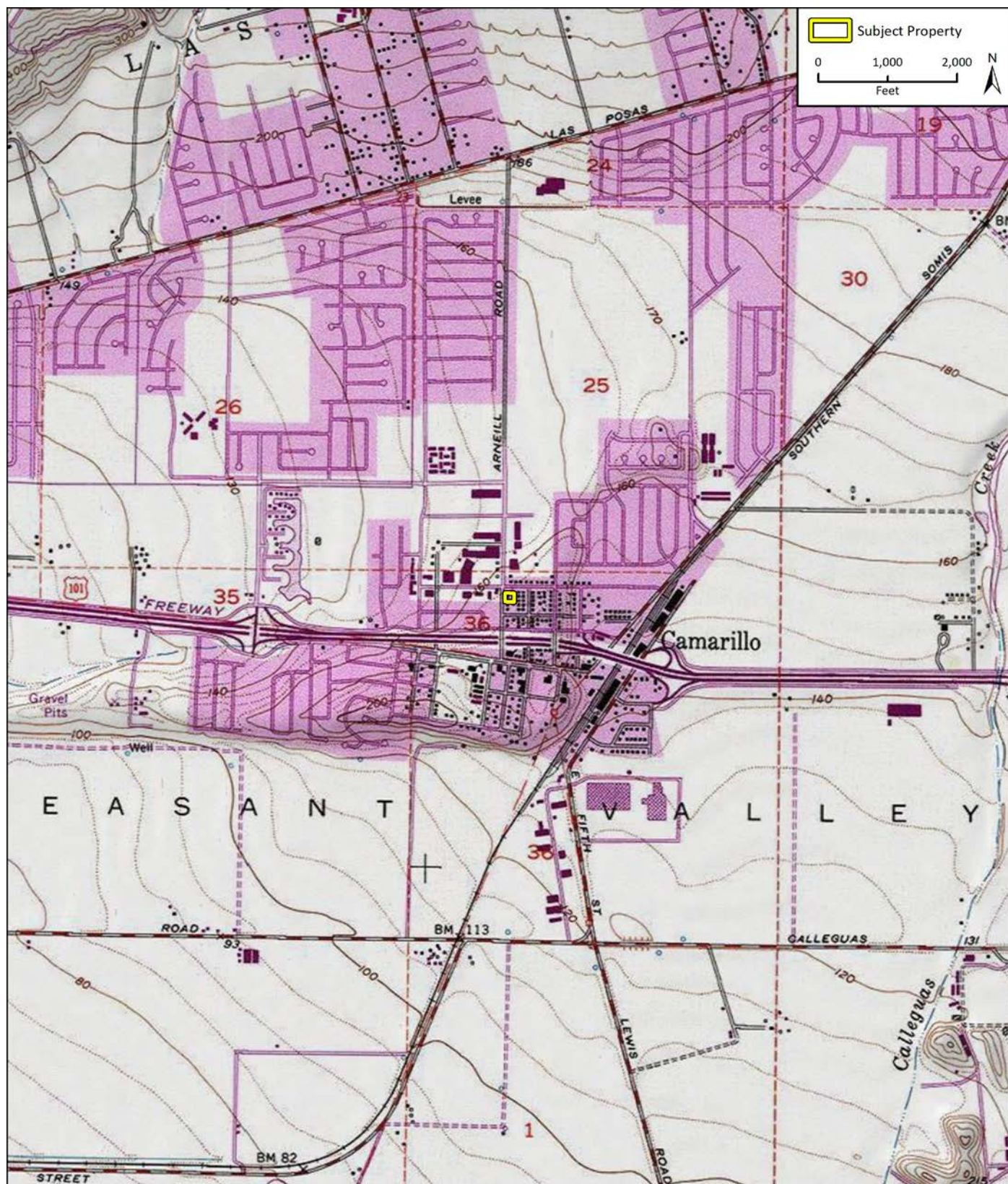
Page 2 of 5

*Resource Name or #: 248-276 Arneill Road

*Map Name: Camarillo, CA

*Scale: 1:24,000

*Date of Map: 1951



BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 5

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) 248-276 Arneill Road

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Residential and/or commercial

B4. Present Use: Vacant

*B5. Architectural Style: N/A

*B6. Construction History: (Construction date, alterations, and date of alterations)

A review of historical aerial photographs shows the subject site was developed by 1935 and the buildings were cleared circa 2005 (UCSB 1935; NETROnline 2022).

*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: N/A

Original Location: N/A

*B8. Related Features: N/A

B9a. Architect: N/A

b. Builder: N/A

*B10. Significance: Theme: N/A

Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The subject site consists of five contiguous parcels containing two building foundations. It is recommended ineligible for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) and for designation as a landmark by the City of Camarillo, due to a lack of historical and architectural significance.

Through the early twentieth century, the subject site remained undeveloped and in what was likely a predominantly agricultural area (USGS 2022). Located at what was then the northwest corner of the town's street grid, the subject site was developed by 1935 with as many as four residential or commercial properties. The site remained essentially unchanged during the post-World War II era, even as new commercial and residential development replaced the expanses of farmland north and west of the subject site. By the 1959, Maria Marta, a native of Chihuahua, Mexico, came to occupy 264 Arneill Road, a former residential property that likely corresponds to the area at the center of the site. Marta died in 1964 (R.L. Polk & Co. 1959, Ventura County Star 1964). Research for this evaluation found no further information of consequence pertaining to Marta or identifying any other owner or occupant of the site's constituent properties. All buildings on the subject site were razed by 2005 (NETROnline 2022).

See continuation sheet, p.

B11. Additional Resource Attributes: (List attributes and codes) N/A

*B12. References:

Ancestry.com. 2011. U.S., City Directories, 1822-1995 [database online]. Lehi, UT, USA: Ancestry.com Operations, Inc. ancestry.com (accessed August 2022).

Nationwide Environmental Title Research Online (NETROnline). 2022. "Historic Aerials," [database online]. Historical aerial photographs of the subject site and vicinity. www.historicaerials.com (accessed August and September 2022).

Newspapers.com. 2022. "Historical Newspapers from 1700s—2000s" [database online]. www.newspapers.com (accessed August through September 2022).

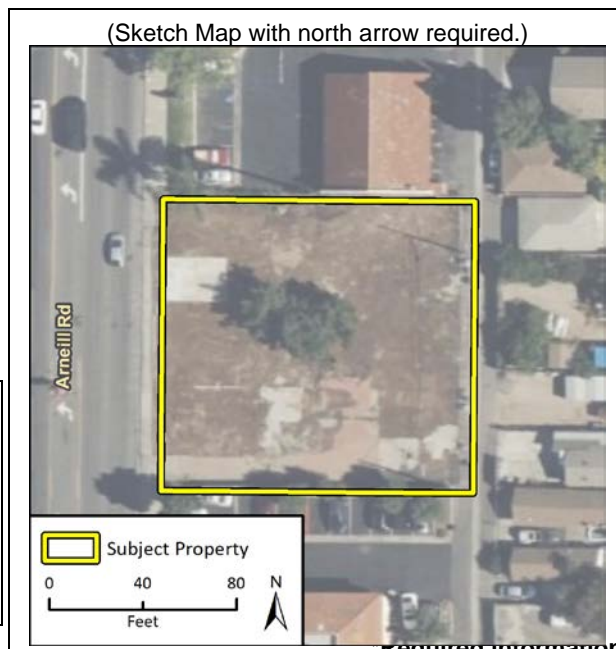
See continuation sheet, p. 5.

B13. Remarks:

*B14. Evaluator: James Williams, Rincon Consultants, Inc.

*Date of Evaluation: September 19, 2022

(This space reserved for official comments.)



CONTINUATION SHEET

*Recorded by: R. Perzel and J. Williams, Rincon Consultants *Date: September 8, 2022 ☒Continuation ☐Update

P3a. Description (continued):

Feature Two occupies the south end of the site and consists of a concrete building foundation, retaining wall or building foundation remnant, and driveway. The building foundation is roughly L-planned, measures 25 feet wide and 50 feet long, and is flush with the surrounding terrain. A concrete linear element, possibly a retaining wall or remnants of a perimeter foundation, extends approximately 30 feet toward Arneill Road from the foundation's northwest corner. South of the foundation, a concrete driveway extends from the Arneill Road right-of-way to the alley east of the property. It measures approximately 90 feet long and 12 feet wide.

Aside from the concrete features described above, the site is undeveloped and characterized mostly by exposed soil. Artificial landscaping is minimal and includes a mature tree at the center of the site and a mature palm along the north boundary.

Photograph:



Overview of Feature Two, Facing East

B10. Significance (continued):

Historical Evaluation

The subject site, consisting of the two building foundations at 248-278 Arneill Road, is recommended ineligible for listing in the NRHP and CRHR and for designation as a City of Camarillo landmark under any significance criteria. The site consists of the foundations of two residential and/or commercial buildings and other minor associated features constructed on the site in the early or mid-twentieth century. There is no evidence that the site or any of its component properties have significant associations with the early development of Camarillo or in the context of any other historical event with significance to the history of the city, region, state, or nation. As such, the property is recommended ineligible for listing under Criteria A/1/1. Archival research identified one previous occupant of the property, Maria Marta, who resided at 264 Arneill Road until her death in 1964. Research for this study uncovered no information suggesting Marta or any other individual associated with the site has made significant contributions to the history the city, region, state, or nation. The property is therefore recommended ineligible under Criteria B/2/2. The built elements of the subject site are ordinary concrete foundations and related features. They do not embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic values. As such, the site is recommended ineligible under Criteria C/3/3. The site was not evaluated for eligibility under NRHP Criterion D or CRHR Criterion 4, which pertains to the potential to yield information about prehistory or history; local regulations do not include a corresponding landmark designation criterion.

CONTINUATION SHEET

*Recorded by: R. Perzel and J. Williams, Rincon Consultants *Date: September 8, 2022 ☒ Continuation ☐ Update

B12. References (continued):

United States Geological Survey (USGS). 2022. "topoView" [database online]. Historical topographical maps of the project site and vicinity. <https://ngmdb.usgs.gov/topoview/viewer> (accessed August and September 2022).

R.L. Polk & Co. 1959. Polk's Ventura County (California) Directory, 1959. Los Angeles: R.L. Polk & Co. Via <https://www.ancestry.com/> (accessed September 2022).

University of California, Santa Barbara, Library (UCSB). 1935. "FrameFinder," [database online]. Flight C_3797, Frame Z-2. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/ (accessed August 2022).

_____. 1952. "FrameFinder," [database online]. Flight AXI_1952, Frame 1K-36. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/ (accessed August 2022).

Ventura County Star. 1964. "Maria Marta," March 24, 1964. www.newspapers.com (accessed September 2, 2022).

APPENDIX C - PRELIMINARY DRAINAGE REPORT

Preliminary
Drainage Report
for
Arneill Road Mixed-Use

Parcel # 162-0-012-210, -280, -290, -300, -310
Camarillo, California 93011

December 8, 2022

Prepared for:

City of Camarillo, David Moe
601 Carmen Dr.
Camarillo, CA 93011
(805) 388-5366

Prepared by:

RRM Design Group
3765 South Higuera Street, Suite 102
San Luis Obispo, CA 93401
PH | (805) 543-1794

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2.0 PRE-DEVELOPMENT HYDROLOGY	4
3.0 POST-DEVELOPMENT HYDROLOGY	4
4.0 POST-CONSTRUCTION REQUIREMENTS HYDROLOGY	5

1.0 INTRODUCTION

The Arneill Road project is a Mixed-Use development located in Camarillo, California. The project site proposes parking, commercial and residential buildings, along with frontage improvements. The .35 acre site is located North of Highway 101, west of N Lewis Road, and east of Arneill Road. The site's existing condition consists of mainly flat undeveloped bare dirt with little to no landscape (see Figure 3 for aerial and street view images of existing conditions.)

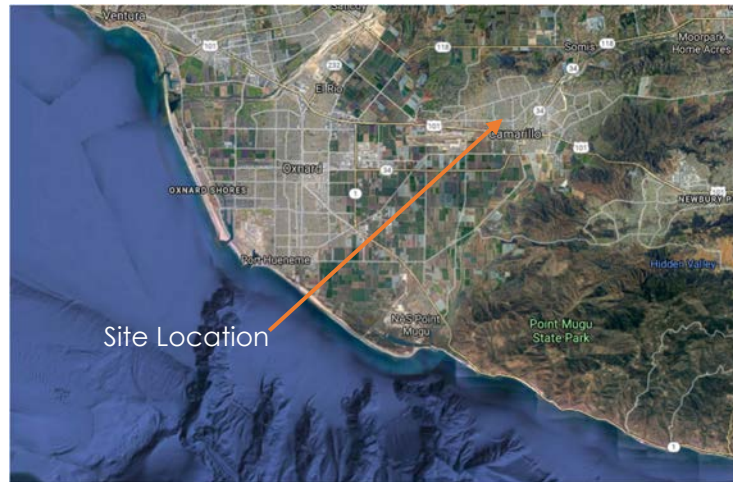


Figure 1: Vicinity Map

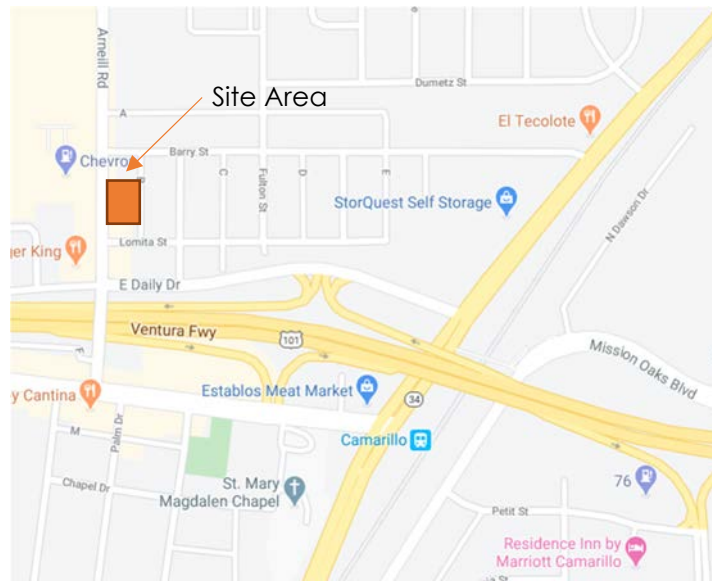


Figure 2: Project Location

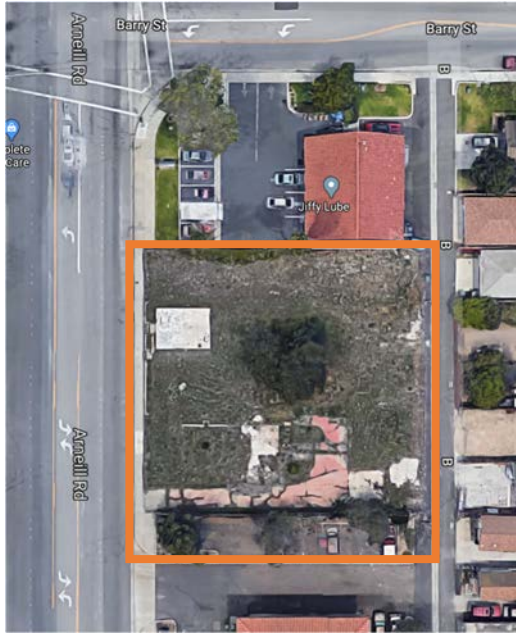


Figure 3: Existing Conditions

2.0 PRE-DEVELOPMENT HYDROLOGY

The project site is located on the east side of Arneill Road, south of Barry Street, and North of Lomita Street in the City of Camarillo. The existing site is mostly permeable undeveloped land with no existing structures totaling 15,400 sq. ft. The proposed project removes any existing landscape features and proposes to construct various buildings and paved surface with a mix of asphalt concrete and permeable pavers.

3.0 POST-DEVELOPMENT HYDROLOGY

Per the adopted Ventura County Stormwater Quality Management Program requirements, the site storage has been designed to mitigate and store 50-yr peak flow runoff pre-development to post-development 50-yr peak runoff flow volume. A rational method was used to determine the peak flow rates on the site. The volume required was determined using AutoCAD Hydra flow Express extension. The calculations resulted in a required volume total of 417 cu ft.

RATIONAL METHOD CALCULATIONS

$$Q = C * i * A$$

Q = Peak flowrate (cfs)

C = a weighted 'C' coefficient for the development site was determined based on using 0.9 for impervious areas and 0.3 for pervious areas

i = local rainfall intensity per NOAA precipitation frequency data (in/hr) (see attachment).

A = Site Area (acres).

In the event the site experiences an event exceeding a 50-yr storm event, the basin has been designed with a discharge outlet through the use of a sidewalk underdrain taking the excess runoff off-site into existing storm drain network adjacent to site.

4.0 POST-CONSTRUCTION REQUIREMENTS HYDROLOGY

The Ventura County Stormwater requirements implement Post-Construction Requirements (PCRs). The PCR volume is calculated using a rational method. The calculations resulted in a volume requirement of 645 cu ft.

RETENTION VOLUME CALCULATION (Ventura County Stormwater Quality Control Measure Manual)

$$V = C * i * A$$

C = Coefficient of runoff (C = .95* percent impervious + .15* percent pervious)

i = design rainfall depth (ft)

A = Site area (sf)

$$.67 * (.75'' / 12''/1\text{ft}) * 15,400 \text{ sf} = 644.88$$

APPENDIX 1
PRE/POST DEVELOPMENT
PEAK RUNOFF CALCULATION

Arniell Road Mixed-Use

Preliminary Drainage Analysis

Pre-Development Peak Flow Rate

	Area (ac)	Weighted Coeff (c)	Rainfall Intensity (in/hr)	Flow Rate (cfs)
DMA 1	0.0056	0.3	2.47	0.00
DMA 2	0.052	0.3	2.47	0.04
DMA 3	0.014	0.3	2.47	0.01
DMA 4	0.14	0.3	2.47	0.10
DMA 5	0.082	0.3	2.47	0.06
DMA 6	0.047	0.3	2.47	0.03
Total	0.35	0.3	2.47	0.26

Unmitigated Post-Development Peak Flow Rate

	Area (ac)	Weighted Coeff (c)	Rainfall Intensity (in/hr)	Unmitigated Flow Rate (cfs)	Mitigated Flow rate (cfs)
DMA 1	0.0056	0.67	2.47	0.01	See Calculations in Appendix 2
DMA 2	0.052	0.67	2.47	0.09	
DMA 3	0.014	0.67	2.47	0.02	
DMA 4	0.14	0.67	2.47	0.23	
DMA 5	0.082	0.67	2.47	0.14	
DMA 6	0.047	0.67	2.47	0.08	
Total	0.35	0.67	2.47	0.58	

APPENDIX 2

PRELIMINARY BASIN VOLUME CALCULATIONS

Arnell Road					December 8, 2022
RRM Job No. 1081-01-RS17					
Modified Rational Method: Approximated Hydrographs Based On Maximum Allowable Outflow, Q-out max					
Detention Volume Analysis		City of Camarillo Rainfall Intensities			
Flow, Q = CiA					
		Tc (min) = 10		Tc (min) = 10	
		Q 50-in (post)		Q50pre out	
		Runoff Coeff., "C" = 0.67		Runoff Coeff., "C" = 0.30	
		Drainage Area, ac. = 0.35		Drainage Area, ac. = 0.35	
				i-50 yr, in/hr = 2.47	
		Q-in: C*A 0.23		Q-out max., cfs = 0.26	
Project site					
		Q 50-in (post)		Q 50 Pre-out	(Q 50post-in) - (Q50pre-out)
			Post-Dev.	Pre-Dev.	
Td,	i-50 (in/hr)	Flow In (cfs)	Vol-in (cubic ft.)	Vol-out (cubic ft.)	Basin Cap. (cubic ft.)
storm duration (min)		Q-in = CiA	(Td)*Q-in*60	0.49(Q-out*(Td+Tc-in)*60)	(Vol-in) - (Vol-out)
1	6.90	1.62	97	84	13
2	5.07	1.19	143	91	51
5	3.37	0.79	237	114	123
10	2.48	0.58	348	152	196
25	1.65	0.39	579	267	312
30	1.52	0.36	641	305	336
33	1.46	0.34	676	328	348
36	1.40	0.33	709	351	358
42	1.31	0.31	773	396	376
48	1.23	0.29	832	442	390
54	1.17	0.27	888	488	400
60	1.12	0.26	942	534	408
90	0.93	0.22	1,179	762	417
120	0.82	0.19	1,383	991	392
180	0.68	0.16	1,733	1,449	284
240	0.60	0.14	2,032	1,906	126
300	0.55	0.13	2,300	2,364	0
360	0.50	0.12	2,545	2,821	0
420	0.47	0.11	2,773	3,279	0
480	0.44	0.10	2,986	3,736	0
540	0.42	0.10	3,188	4,194	0
600	0.40	0.09	3,380	4,651	0
660	0.38	0.09	3,563	5,109	0
720	0.37	0.09	3,740	5,566	0
780	0.36	0.08	3,910	6,024	0
840	0.34	0.08	4,074	6,481	0
900	0.33	0.08	4,233	6,939	0
960	0.32	0.08	4,387	7,396	0
1020	0.32	0.07	4,537	7,854	0
1080	0.31	0.07	4,683	8,311	0
1140	0.30	0.07	4,826	8,769	0
1200	0.29	0.07	4,965	9,226	0
1260	0.29	0.07	5,102	9,684	0
1320	0.28	0.07	5,235	10,141	0
1380	0.28	0.06	5,366	10,599	0
1440	0.27	0.06	5,494	11,056	0
				Required Capacity, cf =	417

APPENDIX 3

CAMARILLO PRECIPITATION DATA



NOAA Atlas 14, Volume 6, Version 2
Location name: Camarillo, California, USA*
Latitude: 34.2201°, Longitude: -119.038°
Elevation: 164.61 ft**

* source: ESRI Maps

** source: USGS



POINT PRECIPITATION FREQUENCY ESTIMATES

Sanja Perica, Sarah Dietz, Sarah Heim, Lillian Hiner, Kazungu Maitaria, Deborah Martin, Sandra Pavlovic, Ishani Roy, Carl Trypaluk, Dale Unruh, Fenglin Yan, Michael Yekta, Tan Zhao, Geoffrey Bonnin, Daniel Brewer, Li-Chuan Chen, Tye Parzybok, John Yarchoan

NOAA, National Weather Service, Silver Spring, Maryland

[PF_tabular](#) | [PF_graphical](#) | [Maps_&_aerials](#)

PF tabular

PDS-based point precipitation frequency estimates with 90% confidence intervals (in inches/hour)¹										
Duration	Average recurrence interval (years)									
	1	2	5	10	25	50	100	200	500	1000
5-min	1.31 (0.109-1.57)	1.68 (1.40-2.03)	2.16 (1.80-2.63)	2.56 (2.11-3.12)	3.06 (2.45-3.89)	3.46 (2.69-4.48)	3.84 (2.92-5.11)	4.22 (3.11-5.80)	4.75 (3.35-6.82)	5.15 (3.49-7.66)
10-min	0.936 (0.786-1.13)	1.21 (1.01-1.46)	1.55 (1.30-1.88)	1.83 (1.51-2.23)	2.20 (1.75-2.78)	2.47 (1.93-3.20)	2.75 (2.09-3.66)	3.03 (2.23-4.16)	3.40 (2.39-4.88)	3.68 (2.50-5.49)
15-min	0.756 (0.632-0.912)	0.972 (0.812-1.18)	1.25 (1.04-1.52)	1.47 (1.22-1.80)	1.77 (1.41-2.24)	1.99 (1.55-2.58)	2.22 (1.68-2.95)	2.44 (1.80-3.35)	2.74 (1.93-3.94)	2.97 (2.02-4.42)
30-min	0.550 (0.462-0.664)	0.708 (0.592-0.856)	0.912 (0.760-1.10)	1.07 (0.888-1.31)	1.29 (1.03-1.64)	1.45 (1.13-1.88)	1.62 (1.23-2.15)	1.78 (1.31-2.44)	2.00 (1.41-2.87)	2.17 (1.47-3.23)
60-min	0.447 (0.375-0.539)	0.576 (0.481-0.695)	0.741 (0.618-0.897)	0.872 (0.721-1.07)	1.05 (0.835-1.33)	1.18 (0.919-1.53)	1.31 (0.996-1.75)	1.45 (1.06-1.98)	1.62 (1.14-2.33)	1.76 (1.19-2.62)
2-hr	0.328 (0.275-0.396)	0.422 (0.354-0.510)	0.544 (0.453-0.658)	0.640 (0.529-0.782)	0.768 (0.612-0.974)	0.866 (0.674-1.12)	0.962 (0.730-1.28)	1.06 (0.780-1.45)	1.19 (0.838-1.71)	1.29 (0.875-1.92)
3-hr	0.272 (0.228-0.328)	0.350 (0.293-0.423)	0.451 (0.376-0.546)	0.531 (0.439-0.649)	0.637 (0.508-0.808)	0.718 (0.559-0.930)	0.798 (0.606-1.06)	0.879 (0.647-1.21)	0.987 (0.695-1.42)	1.07 (0.726-1.59)
6-hr	0.195 (0.163-0.235)	0.251 (0.210-0.304)	0.324 (0.270-0.392)	0.381 (0.315-0.466)	0.458 (0.365-0.580)	0.516 (0.402-0.669)	0.574 (0.435-0.764)	0.632 (0.466-0.868)	0.710 (0.500-1.02)	0.770 (0.522-1.15)
12-hr	0.127 (0.106-0.153)	0.164 (0.137-0.198)	0.211 (0.176-0.256)	0.249 (0.206-0.305)	0.300 (0.239-0.380)	0.338 (0.263-0.438)	0.376 (0.285-0.500)	0.415 (0.305-0.569)	0.466 (0.328-0.668)	0.505 (0.342-0.752)
24-hr	0.081 (0.072-0.094)	0.105 (0.093-0.122)	0.136 (0.120-0.158)	0.161 (0.141-0.188)	0.194 (0.164-0.234)	0.219 (0.181-0.269)	0.244 (0.197-0.307)	0.269 (0.211-0.349)	0.302 (0.228-0.409)	0.328 (0.239-0.459)
2-day	0.050 (0.044-0.058)	0.066 (0.058-0.076)	0.086 (0.076-0.100)	0.102 (0.089-0.119)	0.124 (0.105-0.149)	0.140 (0.116-0.173)	0.157 (0.127-0.198)	0.174 (0.137-0.225)	0.196 (0.148-0.265)	0.213 (0.155-0.298)
3-day	0.038 (0.033-0.043)	0.050 (0.044-0.058)	0.066 (0.059-0.077)	0.080 (0.070-0.093)	0.097 (0.082-0.117)	0.111 (0.092-0.136)	0.124 (0.100-0.157)	0.138 (0.109-0.179)	0.157 (0.118-0.212)	0.171 (0.125-0.239)
4-day	0.031 (0.027-0.035)	0.041 (0.036-0.047)	0.055 (0.048-0.063)	0.066 (0.058-0.077)	0.081 (0.068-0.097)	0.092 (0.076-0.113)	0.104 (0.084-0.131)	0.116 (0.091-0.150)	0.131 (0.099-0.178)	0.144 (0.105-0.201)
7-day	0.020 (0.018-0.024)	0.028 (0.024-0.032)	0.037 (0.032-0.043)	0.044 (0.039-0.052)	0.055 (0.046-0.066)	0.062 (0.052-0.077)	0.070 (0.057-0.089)	0.079 (0.062-0.102)	0.090 (0.068-0.121)	0.098 (0.072-0.137)
10-day	0.016 (0.014-0.018)	0.021 (0.019-0.024)	0.028 (0.025-0.033)	0.034 (0.030-0.040)	0.042 (0.035-0.051)	0.048 (0.040-0.059)	0.054 (0.044-0.068)	0.061 (0.048-0.079)	0.069 (0.052-0.094)	0.076 (0.055-0.107)
20-day	0.009 (0.008-0.011)	0.012 (0.011-0.014)	0.017 (0.015-0.019)	0.020 (0.018-0.024)	0.025 (0.021-0.030)	0.029 (0.024-0.036)	0.033 (0.027-0.041)	0.037 (0.029-0.048)	0.042 (0.032-0.057)	0.047 (0.034-0.065)
30-day	0.007 (0.006-0.008)	0.010 (0.009-0.011)	0.013 (0.012-0.015)	0.016 (0.014-0.019)	0.020 (0.017-0.024)	0.023 (0.019-0.029)	0.026 (0.021-0.033)	0.030 (0.023-0.039)	0.034 (0.026-0.047)	0.038 (0.028-0.053)
45-day	0.006 (0.005-0.007)	0.008 (0.007-0.009)	0.011 (0.009-0.012)	0.013 (0.011-0.015)	0.016 (0.014-0.019)	0.019 (0.016-0.023)	0.021 (0.017-0.027)	0.024 (0.019-0.031)	0.028 (0.021-0.038)	0.031 (0.023-0.044)
60-day	0.005 (0.004-0.006)	0.007 (0.006-0.008)	0.009 (0.008-0.010)	0.011 (0.010-0.013)	0.014 (0.012-0.017)	0.016 (0.013-0.020)	0.018 (0.015-0.023)	0.021 (0.016-0.027)	0.024 (0.018-0.033)	0.027 (0.020-0.038)

¹ Precipitation frequency (PF) estimates in this table are based on frequency analysis of partial duration series (PDS).
 Numbers in parenthesis are PF estimates at lower and upper bounds of the 90% confidence interval. The probability that precipitation frequency estimates (for a given duration and average recurrence interval) will be greater than the upper bound (or less than the lower bound) is 5%. Estimates at upper bounds are not checked against probable maximum precipitation (PMP) estimates and may be higher than currently valid PMP values.
 Please refer to NOAA Atlas 14 document for more information.

[Back to Top](#)

PF graphical