FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT TO THE PRADO DE LAS POSAS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

Camarillo Promenade

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City of Camarillo

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CAMARILLO PROMENADE PROJECT

FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT TO THE PRADO DE LAS POSAS ENVIRONMENTAL IMPACT REPORT

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I. INTRODUCTION

This introduction is intended to provide the reader with general information regarding: (1) the subject of this Subsequent Environmental Impact Report (SEIR); (2) purpose for an SEIR; (3) standards for EIR adequacy; (4) an introduction to scope and content of this SEIR; and (5) the public participation.

SUBJECT OF THIS SEIR

Project Site History

The proposed project site is a portion of the 61-acre Prado de Las Posas Specific Plan site that is located south of U.S. Highway 101 (Ventura Freeway) and Ventura Boulevard, east of Las Posas Road, west of Factory Stores Road, and north of Camarillo Center Drive in the City of Camarillo, Ventura County. Development of the site was reviewed under the Prado de Las Posas Specific Plan (Specific Plan) and EIR, and approved by the City of Camarillo in January 1995.

The Specific Plan divided the site into four planning areas, each with a land use designation and square footage allocation. The Specific Plan delineated different land uses and identified the amount of development permitted within each planning area. A total of 285,600 square feet of commercial building space, 151,316 square feet of office/research and development space, and 15,000 square feet of outdoor recreation building space were approved under the Specific Plan.

Camarillo Airport is located southwest of the Specific Plan site. Given the proximity to the airport, the Specific Plan site is within the area subject to the Camarillo Airport Comprehensive Land Use Plan (CLUP) and is subject to an Avigation Easement, which restricts the height of buildings based on distance from the airport runway. The CLUP standards for height restrictions are set by Federal Aviation Regulation Part 77 concerning obstructions in the navigable airspace around airports. Since the Specific Plan site is within the area subject to the CLUP, the Specific Plan designated non-commercial uses (Outdoor Recreation) within the area closest to the Camarillo Airport runway. This area constituted Planning Area III that provided height restrictions of 16 feet or less due to the Avigation Easement and CLUP. The Specific Plan allows low intensity uses such as an executive golf course or wholesale retail nursery in this area. Thus, implementation of the plan for this area would allow very low massing of buildings due to the Avigation Easement height restrictions.

The Specific Plan site has remained vacant since project approval, although some minor grading and infrastructure construction activities have recently occurred on site. Ventura Boulevard was realigned and moved to the south and Camarillo Center Drive was extended west to Las Posas Road as planned under the Specific Plan. In addition, an on-site detention basin was recently constructed in the western part of the site along Las Posas Road.

Proposed Project

Chelsea Property Group, Inc. is requesting approval from the City of Camarillo to amend the Prado de Las Posas Specific Plan to change the designation of Planning Area III from Outdoor Recreation to Village Commercial and build out the area with retail buildings and related parking. The applicant has also requested a modification to the easement from the Federal Aviation Administration (FAA) in order to permit an increase in building height over the westerly portion of the site within Planning Area III.

Specifically the applicant proposes to construct a 242,474-square-foot life style commercial center within Planning Areas I and III of the Specific Plan site. The proposed life style commercial center project would be developed within the allowable square footage allocation of the Specific Plan. The life style commercial center would include the construction of 4 freestanding restaurants with a total of 29,362 square feet of restaurants uses, and 3 large retail structures which can be further divided into smaller retail uses with a total of 213,148 square feet of retail uses. The proposed project would include a grassy plaza area for out door events or concerts. The proposed project would include 440 parking spaces for restaurant uses, and 852 parking spaces for retail uses for a total of 1,416 parking spaces.

PURPOSE OF AN ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA)[1] was enacted in 1970 with the objective to inform the public and decision makers of the potential environmental impacts of a proposed project. CEQA requires agencies to avoid or reduce the environmental effects of a project by implementing feasible project alternatives or mitigation measures. As provided by the State CEQA Guidelines Section 15121(a):

> "*An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency.*"

CEQA applies to all discretionary activities proposed to be carried out or approved by California public agencies, including state, regional, county, and local agencies. The proposed project requires discretionary approval from the City of Camarillo and, therefore, is subject to CEQA. For purposes of CEQA compliance, the City of Camarillo is identified as the lead agency for the proposed project. The Lead Agency is responsible for preparing the EIR in accordance with CEQA and the CEQA Guidelines. As mandated by the CEQA Guidelines, the EIR has been subject to the City's internal review process and

[1] *Public Resouces Code (P.R.C.) Division 13 § 21000 et seq.*

reflects the lead agency's independent judgment and objectivity with regard to the scope, content, and adequacy of analysis.

SUBSEQUENT EIR TO A PREVIOUSLY CERTIFIED EIR

This document is an SEIR to the Final EIR prepared for the Prado de Las Posas Specific Plan[2], which was certified by the City of Camarillo City Council on January 11, 1995. The Final EIR included all information required under CEQA and the CEQA Guidelines, comments received on the Draft EIR prepared for the Prado de Las Posas Specific Plan, agency responses to these comments, and supporting technical appendices. The Final EIR for the Prado de Las Posas Specific Plan addressed the following environmental topics:

- Land Use and Relevant Planning
- Transportation and Circulation
- Air Quality
- Noise
- Geology
- Agriculture
- Aesthetics
- Population, Employment and Housing
- Cultural Resources
- Water, Sewer & Storm Drainage
- Public Services and Utilities
- Public Health and Safety

When an EIR has been certified for a project and the project has been approved, the lead agency's role in project approval is completed unless further discretionary approval on that project is required. In some cases, however, changes to an approved project or its surrounding circumstances necessitate the preparation of either an SEIR or a "supplement to an EIR" (also commonly known as a "supplemental EIR"). The ability for lead agencies to prepare such documents allows projects to be modified in response to changed circumstances and new information without requiring the environmental review process to begin completely anew.

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[2] *The Planning Center. January 1995. Final Environmental Impact Report for the Prado de Las Posas Specific Plan. SCH #930501046.*

The general circumstances requiring the preparation of subsequent EIRs or supplements to EIRs are set forth in Public Resources Code section 2116. Section 15162 of the CEQA Guidelines governs the preparation of subsequent EIRs. Subdivision (a) reads as follows:

> *"When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in light of the whole record, one or more of the following:*
>
> 1. *Substantial changes are proposed to the project which will require major revisions to the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;*
>
> 2. *Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or*
>
> 3. *New information of substantial importance, which was not known and could have not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following: (a) the project will have one or more significant effects not discussed in the previous EIR; (b) significant effects previously examined will be substantially more severe than shown in the previous EIR; (c) mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (d) mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents declined to adopt the mitigation measure or alternative."*

A supplement to an EIR may be distinguished from a subsequent EIR by the following:

A supplement augments the previously certified EIR to the extent necessary to address the conditions described in section 15162 of the CEQA Guidelines and to examine mitigation and project alternatives accordingly. It is intended to revise the previous EIR through supplementation.

A subsequent EIR, in contrast, is a complete EIR which focuses on the conditions described in section 15162 of the CEQA Guidelines. A subsequent EIR generally functions as a stand-alone document on the subjects made relevant by section 15162.

Both subsequent EIRs and supplements to EIRs must receive the same kind of notice and public review required for other kinds of draft EIRs.

In the case of the proposed project, enough changes to the proposed land use locations as well as changes to the affected environment have occurred to meet the conditions set forth in section 15162 of the CEQA Guidelines. The proposed changes to Planning Area III of the Specific Plan site could create a new environmental impacts that would not occur under the approved project. In addition, changes in environmental and regulatory conditions between 1995 and 2005 could result in a substantial increase in the severity of significant impacts identified in the Final EIR for the Prado de Las Posas Specific Plan. Based on this information, the City of Camarillo has determined that the potential impacts associated with the proposed project should be evaluated in an SEIR to the Final EIR for the Prado de Las Posas Specific Plan.

EIR ADEQUACY

The principal use of an EIR is to provide input and information to the comprehensive planning analysis. The standards for adequacy of an EIR, defined in Section 15151 of the CEQA Guidelines, are as follows:

> *"An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The courts have looked not for the perfection but for adequacy, completeness, and a good faith effort at full disclosure."*

This SEIR has been prepared by the City of Camarillo in accordance with the CEQA Guidelines.

EIR SCOPE AND CONTENT

To determine which environmental topics should be addressed in this SEIR, the City of Camarillo prepared an Initial Study and circulated it along with a Notice of Preparation (NOP) in October 2004 in order to receive input from interested public agencies and private parties. A copy of these preliminary planning documents is presented in Appendix A of this SEIR. Input from interested public agencies and private parties were received in written form, copies of which are also presented in Appendix A of this SEIR. Based on the Initial Study, and the comments received in response to the NOP, the following environmental issues were identified for detailed analysis in the SEIR:

- Visual Resources
- Hazards and Hazardous Materials

- Transportation and Traffic
- Air Quality

The environmental analysis for each issue areas identified above is contained in Section V. of this SEIR. For each environmental issue area, the SEIR summarizes the conclusions of the Final EIR for the Prado de Las Posas Specific Plan, followed by an assessment of the potential impacts that would occur with the proposed project under current conditions. Mitigation measures that were adopted to reduce the impacts of the Prado de Las Posas Specific Plan are identified along with any new measures that would be necessary to reduce the impacts of the proposed project. This section also provides under each environmental topic a cumulative impact analysis of the project when combined with other known projects which have been recently proposed within the surrounding area.

Section VI includes additional impact categories as mandated by CEQA. This section provides a discussion of significant irreversible environmental changes which would be involved in the proposed project should it be implemented and addresses the project's potential for growth-inducing impacts.

Section VII of this SEIR provides an analysis of project alternatives that may produce the effects of the proposed project. The range of alternatives selected is based on their ability to feasibly attain most of the basic objectives of the proposed project and that would avoid or substantially lessen any of the significant effects of the project.

References, Organizations and Persons Consulted and Preparers of the EIR are identified in Section VIII. of this EIR. Section IX provides definitions for all of the acronyms and abbreviations used in the SEIR.

IMPACTS FOUND NOT TO BE SIGNIFICANT

The Initial Study identifies the environmental issues that were determined not to be significantly affected by the proposed project and, therefore, not evaluated in detail in this SEIR. Refer to Appendix A of this SEIR for a copy of the Initial Study.

PUBLIC PARTICIPATION

Public participation is an essential part of the CEQA process. To provide full public disclosure of potential environmental impacts that may occur as a result of a proposed project, CEQA requires the Draft SEIR be circulated during the public review period to all responsible agencies, trustee agencies, and to the general public. The Draft SEIR was circulated for a period of 45 days (in accordance with State CEQA Guidelines § 21091 (a)). During this review period, public agencies and interested individuals and organizations were encouraged to provide written comments addressing their concerns with the adequacy and completeness of the SEIR. When providing written comments on the subject matter of the SEIR, the readers are referred to State CEQA Guidelines, 151204(a), which state:

> *"In reviewing Draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commentors. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR."*

All comments on the Draft SEIR were submitted in writing to the City of Camarillo, at the following address:

City of Camarillo
Community Development Department
Attention: Mr. Robert W. Burrow, Director of Community Development
601 Carmen Drive
Camarillo, CA 93010

A copy of the Draft SEIR was be made available to the general public along with a copy of the Final EIR for the Prado de Las Posas Specific Plan at the City of Camarillo Community Development Department at the address listed above.

Following the public review period and receipt of all public and agency comments, the City of Camarillo prepared the Final SEIR. The Final SEIR includes additions and corrections to the Draft SEIR as applicable, written responses addressing the comments and recommendations received by individuals and entities during the public review period, and a final mitigation monitoring and reporting program. The City's responses to comments on the Draft SEIR demonstrate a good faith and well responded analysis, and are not conclusory.[3] However, when responding to comments on the Draft SEIR, the City needed

[3] *CEQA, P.R.C. § 21091 (d), and CEQA Guidelines, C.C.R. § 15088 (b).*

only respond to significant environmental issues and did not need to provide all information requested by reviewers.[4]

[4] *CEQA Guidelines, Section 15204(a).*

II. SUMMARY

INTRODUCTION

This summary is intended to highlight the major areas of importance in the environmental analysis of the proposed project. This summary includes a discussion of the proposed project location, the project description, project objectives, topics of known concern, issues to be resolved, and areas of controversy. A summary of the potential impacts that could occur as a result of the proposed project, mitigation measures, and the level of significance after mitigation is included in this section. A summary of project alternatives is also provided.

PROJECT LOCATION

The proposed project site is located within the City of Camarillo in Ventura County. It is located north of Camarillo Center Drive, south of Ventura Boulevard, and east of Las Posas Road. The Ventura Freeway is located approximately 0.2 miles north of the proposed project site. The proposed project site is a portion of the 61-acre Prado de Las Posas Specific Plan (Specific Plan) site. Land use planning of the Specific Plan site was reviewed under the Prado de Las Posas Specific Plan and EIR, and approved by the City of Camarillo City Council in January 1995.

The site is located within a commercial mixed-use development area. The site itself is relatively flat and undeveloped. Recently some construction and grading activities have occurred on site thereby changing the topography of the site from flat to slightly contoured in areas including a partially constructed detention basin along the western edge of the property fronting Las Posas Road.

PROPOSED PROJECT

The project applicant is requesting approval from the City of Camarillo to amend the Prado de Las Posas Specific Plan and construct a 242,474-square-foot life style commercial center within Planning Areas I and III of the Specific Plan site. The Specific Plan allows the development of up to 285,600 square feet of commercial uses in Planning Areas I and II, and up to 15,000 square feet of building space in Planning Area III. This creates a total of up to 300,600 square feet of building space. Although construction of the proposed life style center would be within the development envelope of the Specific Plan, an amendment to the Specific Plan would be necessary to increase the development potential within Area III. The amendment would change the land use designation of Planning Area III from Outdoor Recreation to Village Commercial/Commercial. The Specific Plan would still allow 151,316 square feet of Research and Development for Planning Area IV. Future development proposed for Planning Area II may require a separate Plan amendment and environmental analysis if the total square footage from Planning Areas I, II and III exceeds 300,600 square feet.

The site would accommodate a total of 1,416 parking spaces of which 440 would be dedicated to the restaurants and the remaining 852 spaces for the retail uses. Most of the parking would be located in a

parking field in the center of the site. The commercial/retail buildings would be complemented by a pedestrian "promenade" linking the buildings with a plaza and fountain features. The proposed project would include a grassy plaza area for occasional outdoor events.

The proposed structures would be designed to be consistent with predominate character and scale of the architecture of the surrounding uses. The buildings would incorporate a Mission Revival, Spanish Colonial Revival, and Monterey architectural style. The types of building materials would include the use of stucco, wood, glass, tile, textured blocks, and other similar materials. Landscaping would include the use of raised tree and curb planters, free standing pots. The proposed project would also include the use of fountains throughout the pedestrian area, and the use of pedestrian benches.

Primary access to the project site would be off of Ventura Boulevard and Camarillo Center Drive. Development of the project site would include street intersections with Ventura Boulevard and Camarillo Center Drive to accommodate ingress and egress into the surface parking lot. Pedestrian access would be provided on walkways adjacent to the restaurant and retail uses on the project site. In addition, pedestrian access would be provided by a walkway connecting the adjacent Edwards Cinema site and the proposed project site. It is also intended that pedestrian movement would be established between the proposed project and the Camarillo Premium Outlets. Further, this pedestrian access would allow visitors to park in either location.

Federal Aviation Administration's (FAA) Avigation Easement

Camarillo Airport and Avigation Easement Background

Camarillo Airport was originally constructed in 1942 by the California State Highway Department as auxiliary landing field with a 5,000-foot runway. In the 1951 response to the emerging Cold War and the potential need for bolstered coastal air defense, the U.S. Army Corps of Engineers extended the runway to 8,000 feet. By 1957, the airfield had been named the Oxnard Air Force Base and in 1958 the runway was 9,000 feet long with 1,000 feet paved overruns at each end. Throughout the 1950's, the Air Force obtained a number of easements from surrounding property owners including avigation easements to protect the approach for its flight operations. The avigation easements restricted property owners east and west of the runway from constructing anything (or allowing any growth) that would exceed a 50:1 clearance slope emanating from the Air Force Base property line on the east and west. The clearance slope can be thought of as an inclined plane rising from the property line at a rate of one foot vertically for each 50 feet horizontally. In December 1969, the Oxnard Air Force Base was deactivated and the airfield portion of the base was passed to Ventura County in 1976 with a runway length of 6,000 feet. The avigation easement was past to the County and remains in force.

Given the proximity of the Specific Plan site to the airport, the entire site is within the area subject to the Camarillo Airport Comprehensive Land Use Plan (CLUP) and an Avigation Easement which restricts the height of buildings based on the distance from the airport runway. The CLUP standards for height

restrictions are set by the Federal Aviation Regulation Part 77 concerning obstructions in the navigable airspace around airports.

Since the site is within the area subject to the CLUP, the Specific Plan designated non-commercial uses (Outdoor Recreation) within the area closest to the Camarillo Airport runway. This area constituted Planning Area III that provided height restrictions of 16 feet or less due to the Avigation Easement and CLUP. The Specific Plan proposed low intensity uses such as an executive golf course or wholesale retail nursery in this area. Thus, implementation of the plan for this area would allow very low massing of buildings due to the Avigation Easement height restrictions.

Proposed Modification to Avigation Easement

The height of future development opportunities within the Specific Plan area were restricted based upon the Avigation Easement's flight approach operations protection. A necessary outcome of the Specific Plan Amendment would be a modification to the Federal Aviation Administration's (FAA) Avigation Easement to allow the proposed commercial center buildings (within Planning Area III) to exceed the FAA easement's height restriction.

ALTERNATIVES

This Draft EIR considers a range of alternatives to the proposed project to provide informed decision-making in accordance with Section 151216(f) of the CEQA Guidelines. The alternatives analyzed in this Draft EIR include: 1) No Project Alternative; and 2) Alternative Site Plan,

Alternative 1: No Project Alternative

Under Alternative 1, the proposed project would not be constructed and the project site would temporarily remain in its current condition. The project site would temporarily remain undeveloped, and no new construction would occur. However, the "no project" alternative would not necessarily preclude future development options for the project site. Planning Areas I and II of the Specific Plan site could be developed with commercial and recreational uses as envisioned in the Prado de Las Posas Specific Plan.

Alternative 2: Alternative Site Plan

Under Alternative 2, the proposed project would be developed into a life style center that has the same amount of commercial space and parking spaces as the proposed project. The amount of anticipated restaurant and retail space would be the same as the proposed project. The layout of the proposed buildings would, however, be slightly different to the proposed site plan. The Alternative Site Plan alternative provides flexibility to the project developer to be responsive to the needs of potential major tenants at the site between the time that the project is approved and when construction actually begins.

ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Table II-1 summarizes the various environmental impacts associated with the construction and operation of the proposed project. Mitigation measures recommended for potentially significant environmental impacts, and the level of impact significance after mitigation is also identified. The majority of mitigation measures are carried over from the Final EIR for the Prado de Las Posas Specific Plan and a few are new measures that are recommended specifically for the proposed project.

Table II-1
Summary of Significant Environmental Impacts and Mitigation Measures

Project Impacts	Mitigation Measures	Level of Impact After Mitigation
Visual Resources		
Views from designated scenic highways and surrounding roadways	None required or recommended	Less than significant
Views of the project site	None required or recommended	Less than significant
Views through the project site	None required or recommended	Less than significant
Natural open space	None required or recommended	Less than significant
Architectural	None required or recommended	Less than significant
New sources of light and glare	3-7.2 The buildings shall use non-metallic, low reflective glass (30 percent or lower reflective factor) and building materials to keep daytime glare to a minimum.	Less than significant
	3-7.3 Due to the proximity of the Camarillo Airport, light should be shielded and directed downward. Glare should be retained within the boundary of the individual projects.	
	3-7.4 Outdoor lighting (street, security) shall be designed and installed (including glare shields) so that all direct rays are confined to the site, and adjacent properties, natural open space areas and night skies are protected from light and glare.	
	3-7.5 No lighting shall blink, flash, or be of unusually high intensity or brightness.	
	3-7.6 Fixtures and standards shall conform to state and local safety and illumination requirements.	
	3-7.7 Automatic timers on lighting shall be designed to maximize personal safety during nighttime use while saving energy.	
	3-7.8 Nighttime security lighting shall include the use of low light stanchions directing light toward the interior of proposed parking areas and campus.	
	3-7.9 Entries, courtyards and parking areas shall be lighted for pedestrian safety.	

Table II-1
Summary of Significant Environmental Impacts and Mitigation Measures

Project Impacts	Mitigation Measures	Level of Impact After Mitigation
	V.A-1 All lighting shall be directed away from Camarillo Airport to prevent visual impairment to pilots taking off at night on Runway 8, towards the Specific Plan site.	
Hazards and Hazardous Materials		
Compatibility of proposed development with Camarillo Airport operations	3-12.1 The County of Ventura and the project applicant will enter into an Avigational agreement indicating the existence of activities of the airport over the property.	Less than significant
	3-12.2 The CC&Rs will incorporate conditions of the Avigational Easement.	
	3-12.3 The project applicant will not construct or permit the construction or growth of any structure, tree or other object that penetrates an approved, transitional, horizontal or control surface or that constitutes an obstruction to air navigation under FAA Part 77; or that obstructs or interferes with the use of the flight easements and rights of way granted or that creates electrical interference with radio communication between any installation upon the airport and aircraft; or as to make it difficult to distinguish between airport lights and other lights; or as to impair visibility in the vicinity of the airport; or as otherwise to endanger the landing, take-off or maneuvering of the aircraft.	
	3-12.4 The project applicant shall file a Notice of Proposed Construction and Alteration (FAA Form 7460-1) with the FAA, in accordance with FAR Part 77, prior to construction.	
	3-12.5 Building plans shall be submitted to the City to review their consistency with applicable aviation easements.	
	3-12.6 Any electronic equipment to be operated on-site that might interfere with airport operations will require a Federal Communications Commission (FCC) permit. Prospective users of such equipment would have to eliminate any interference through the use of insulation materials or other means.	
	V.B-1 Before the City issues a grading permit for the project, the project applicant shall obtain an encroachment into the avigation easement from the County of Ventura.	

Table II-1
Summary of Significant Environmental Impacts and Mitigation Measures

Project Impacts	Mitigation Measures	Level of Impact After Mitigation
Transportation and Traffic		
Increased traffic generated by project	3-2.2 Dedicate the right-of-way required on Las Posas Road bordering the project for ultimate half-section widths. This will provide three travel lanes on Las Posas Road for northbound traffic.	Less than significant
	3-2.4 Participate in the City of Camarillo Traffic Mitigation Fee Program.	
	3-2.8 Construct Las Posas Road bordering the project to ultimate half-section widths, providing a third northbound through lane on Las Posas Road between Camarillo Center Drive and Ventura Boulevard.	
	3-2.9 Provide a northbound right-turn lane on Las Posas Road/West Ventura Boulevard.	
	3-2.13 Based on City of Camarillo Guidelines, the project applicant shall be expected to participate in the City's Traffic Mitigation Fee Program, established by Ordinance Number 696, to pay its "fair-share" for the cost of long-term improvements.	
	V.C-4 Before the City issues a grading permit for the project, the developer shall design and prior to occupancy the developer shall re-stripe the intersection of Daily Drive and Las Posas Road to provide separate left, through, and right-turn lanes eastbound on Daily Drive.	
	V.C-5 Before the City issues a grading permit for the project, the developer shall design and prior to occupancy the developer shall widen the U.S. 101 northbound off-ramp at Las Posas Road to provide dual-left and separate right-turn lanes, and modify the traffic signal.	
Project intersection impacts	None required or recommended	Less than significant
Site access and circulation	3-2.5 Develop an internal signing and striping plan that will provide "clear signage" to service/delivery vehicles and for internal intersection controls. Install "STOP" signs and all associated pavement markings at the unsignalized egress points on Ventura Boulevard and Camarillo Center Drive to control exiting traffic.	
	3-2.6 Validate final plans, including landscaping plans, for adequate sight distance on Ventura Boulevard and Camarillo Center Drive, especially at driveway locations.	

Table II-1
Summary of Significant Environmental Impacts and Mitigation Measures

Project Impacts	Mitigation Measures	Level of Impact After Mitigation
	3-2.14 Install a traffic signal at Driveway #1, which is located approximately 800 feet east of Las Posas Road. The developer shall design the signal before the City issues a grading permit and the signal shall be installed before occupancy.	
	3-2.16 Develop an internal signing and striping plan that will provide "clear signage" to service/delivery vehicles and for internal intersection controls. Install "STOP" signs and all associated pavement markings at the unsignalized egress points on Ventura Boulevard and Camarillo Center Drive to control exiting traffic.	
Parking	None required or recommended	Less than significant
Signal warrants analysis	V.C-1 The project developer shall post securities for the design and installation of a traffic signal on Ventura Boulevard at Factory Outlet Drive. Within one year following occupancy, a signal warrant study for the intersection shall be performed. If signal warrants are met, the developers shall design and install the traffic signal at this location. If a signal is not warranted within one year, the City will continue to monitor the intersections. When warrants are met, the developers shall design and install the traffic signal.	Less than significant
	V.C-2 The project developer shall post securities for the design and installation of a traffic signal on Ventura Boulevard at Camarillo Center Drive. Within one year following occupancy, a signal warrant study for the intersection shall be performed. If signal warrants are met, the developers shall design and install the traffic signal at this location. If a signal is not warranted within one year, the City will continue to monitor the intersections. When warrants are met, the developers shall design and install the traffic signal.	
	V.C-3 Before the City issues a grading permit for the project, the developer shall design a traffic signal interconnect between the existing and proposed traffic signals along Ventura Boulevard between Las Posas Road and Granada Street. The developer shall install the traffic signal before occupancy of the project.	

Table II-1
Summary of Significant Environmental Impacts and Mitigation Measures

Project Impacts	Mitigation Measures	Level of Impact After Mitigation
County General Plan consistency	None required or recommended	Less than significant
Air Quality		
Construction-related emissions	3-3.1 All active portions of construction sites, earthen access roads, and material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice a day with complete coverage, preferably in the late morning and after work is done for the day. Where feasible, reclaimed water shall be used.	Less than significant
	3-3.2 All clearing, grading, earth moving, or excavation activities shall cease during periods of winds greater than 20 miles per hour average over one hour.	
	3-3.3 All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.	
	3-3.4 The area disturbed by clearing, earth moving, or excavation activities shall be minimized at all times. This can be accomplished my mowing instead of disking for weed control, and seeding and watering inactive portions of the construction site until grass growth is evident.	
	3-3.5 Construction site vehicle speed on unpaved areas shall be limited to 15 miles per hour.	
	3-3.6 Soil binders shall be used to stabilize loose soil.	
	3-3.7 Streets adjacent to the project site shall be swept as needed to remove silt which may have accumulated from construction activities.	
	3-3.8 Ground cover shall be planted and roadways paved as soon as practicable in the construction process.	
	3-3.9 All internal combustion engine driven equipment shall be properly maintained and well tuned according to the manufacturer's specifications.	
	3-3.10 When available, diesel powered or electric equipment shall be utilized in lieu of gasoline powered engines.	
	3-3.11 Ridesharing for the construction crew shall be supported and encouraged.	

Table II-1
Summary of Significant Environmental Impacts and Mitigation Measures

Project Impacts	Mitigation Measures	Level of Impact After Mitigation
Operational emissions	3-3.12 Energy Efficiency • Use building materials that do not require use of paints and solvents such as wood molding and trim products and pre-primed wallboard. • Require recycling bins in addition to trash bins and contract for recycling services. • Increase walls and ceiling insulation beyond Title 24 requirements. • Use of shade trees to reduce building and parking lot heat. • Landscaping to include water efficient plant species and irrigation to reduce water consumption and provide passive solar benefits. • Use energy efficient and automated controls for air conditioners. • Use energy efficient low sodium parking lot lights. • Use lighting controls and energy efficient lighting. • Low-polluting and high-efficiency appliances shall be installed wherever possible.	Less than significant
	3-3.13 Provide preferential parking spaces for carpools and vanpools, similar to handicapped vehicle provisions.	
	3-3.14 Design ingress and egress points to minimize idling vehicle emissions.	
	3-3.15 Provide transit shelters, on-site bicycle parking facilities and other bicycle amenities to encourage alternative transportation modes.	
	3-3.16 Schedule deliveries and other truck trips for off-peak traffic hours.	
	3-3.17 Contact local transit agencies to determine bus routing adjacent to the site and bus stop turnout requirements before project designs are finalized.	
	3-3.18 All traffic flow improvements suggested in the traffic section shall be implemented to reduce exhaust emissions.	
	3-3.19 The development shall agree to participate in a Transportation Management Organization (TMO), such as the one proposed for the Airport North Specific Plan area.	

Table II-1
Summary of Significant Environmental Impacts and Mitigation Measures

Project Impacts	Mitigation Measures	Level of Impact After Mitigation
	V.D-1 The project developer shall contribute a total of $627,055 to a TDM fund managed by the City of Camarillo. This contribution is based on the percentage of the total average daily emissions that would be generated by the proposed project in relation to the entire Prado de Las Posas Specific Plan (reference Table V.D-6) and the total cost required to mitigate the impacts associated with the Specific Plan development.	

New information added to individual mitigation measures from the Final EIR to the Prado de Las Posas Specific Plan is highlighted in underlined text.

Source: Christopher A. Joseph & Associates, 2005.

III. ENVIRONMENTAL SETTING

OVERVIEW OF ENVIRONMENTAL SETTING

This section provides a brief overview of the project location and local setting for the proposed project site. Additional descriptions of the environmental setting as it relates to each of the environmental issues analyzed in this EIR are included in the environmental setting discussions contained within Sections V.A through V.D. A list of related projects, which is used as the basis for the discussion of cumulative impacts in Section V (Environmental Impact Analysis), is also provided below.

PROJECT LOCATION

The proposed project site is located within the City of Camarillo in Ventura County. As shown in Figure III-1, the City of Camarillo is located in southern Ventura County, along the U.S. Highway 101 (Ventura Freeway) corridor. The City is surrounded by unincorporated county land composed of hills to the north, mountains to the east, and the flat agricultural lands of the Oxnard Plain to the south and west. The City of Thousand Oaks is located to the east and the Cities of Oxnard and San Buenaventura are located to the west. Regional access is provided to the City by the Ventura Freeway and State Route 34 (Lewis Road). Other regional access routes located close to the City include State Route 1 (Pacific Coast Highway) and State Route 118.

The site proposed for the project is located north of Camarillo Center Drive, south of Ventura Boulevard, and east of Las Posas Road as illustrated in Figure III-2. The Ventura Freeway is located approximately 0.2 miles north of the proposed project site. The proposed project site is a portion of the 61-acre Prado de Las Posas Specific Plan (Specific Plan) site. The Specific Plan is discussed in greater detail in the Project Description (Section IV) of this SEIR.

SURROUNDING LAND USES

The proposed project site is located within a commercial mixed-use development area. Directly north of the project site across Ventura Boulevard are two vacant lots and the Camarillo Hills Drain Channel. Both of the lots are designated on the Camarillo General Plan Land Use Map as Commercial Planned Development. They are also zoned CPD (Commercial Planned Development). The eastern vacant lot is the undeveloped Planning Area II of the Prado de Las Posas Specific Plan, which is planned to be developed with village commercial uses.

Figure III-1, Regional Map

Figure III-2, Vicinity Map

Directly east of the project site is the Edwards Camarillo Palace 12 cinema and parking lot. Further east of Edwards cinema is Factory Stores Drive and the Camarillo Premium Outlets. Each of these uses was developed within the 92-acre Koll-Leonard Camarillo Center.

Directly south of the project site across Camarillo Center Drive is a portion of Planning Area III of the Prado de Las Posas Specific Plan and the complete undeveloped Planning Area IV of the Specific Plan. Planning Area IV is planned to be developed with up to 151,316 square feet of office/R&D uses. Further to the south of these planning areas is the earthen reservoir and pump house of the Pleasant Valley County Water District. Southeast of the project site across Camarillo Center Drive is the 2-story Wells Cargo Self Storage.

Directly west of the project site across Las Posas Road is Camarillo Airport and to the southwest is a Ventura County Fire Department fire station. To the northwest of the project site across Las Posas Road is the Camarillo Town Center commercial development.

PROJECT SITE CHARACTERISTICS

The proposed project site is a curved rectangle in shape as shown in Figure III-2 that consists of Planning Areas I and III of the Prado de Las Posas Specific Plan. It is relatively flat and undeveloped. Recently some construction and grading activities have occurred on site thereby changing the topography of the site from flat to slightly contoured in areas including a partially constructed detention basin along the western edge of the property fronting Las Posas Road. Much of the ground is covered with non-native grasses, while the remaining vegetation on the project site consists of intermittent, non-native shrubs. There are no native trees, oak trees, non-native trees, or other indigenous species found on the project site.

The current land use designations for the proposed project site are Village Commercial in Planning Area I and Outdoor Recreation in Planning Area III, and the underlying zoning is CPD.

RELATED PROJECTS

Sections 15126 and 15130 of the State CEQA Guidelines provide that EIRs consider the significant environmental effects of a proposed project as well as "cumulative impacts." "Cumulative Impacts" refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts (CEQA Guidelines Section 15355). Cumulative impacts may be analyzed by considering a list of past, present, and probable future projects producing related or cumulative impacts [CEQA Guidelines Section 15130 (b)(1)(A)].

All proposed (i.e., those projects with pending applications), recently approved, under construction, or reasonably foreseeable projects that could produce a related or cumulative impact on the local environment when considered in combination with the proposed project are included in this EIR. For an analysis of cumulative impacts associated with these related projects and the proposed project, refer to the

cumulative impact discussions under each impact analysis in Section IV (Environmental Impact Analysis).

Table III-1 lists 10 related projects that are considered in the cumulative impacts analyses in Section IV of this EIR. This list of related projects was compiled by City of Camarillo staff.

Table III-1
List of Related Projects

Project No.	Project Name	Land Use	Size
1	LD-289/Menta Lane	Single Family	3 du
2	RPD-150/Archstone	Apartments	145 du
3	CPD-216/Davenport	Office	39,822 sq.ft.
4	CPD-171M/Chelsea	Commercial	6,344 sq.ft.
5	CPD-203/Ocean Park	Hotel	117 rooms
6	CPD-208/Bennett	Commercial	5,069 sq.ft.
7	CPD-214/Pt. Mugu Fed.	Office	40,000 sq.ft.
8	IPD-351/Hales Engineering	Light Industrial	18,943 sq.ft.
9	IPD-301/Ventura County Star	Light Industrial	99,000 sq.ft.
10	IPD-352/Camarillo Capital	Light Industrial	79,846 sq.ft.

Source: Associated Transportation Engineers, September 24, 2004.

IV. PROJECT DESCRIPTION

PROJECT APPLICANT

The project applicant for the Camarillo Promenade project is Chelsea Property Group, Inc., 27762 Vista Del Lago Suite A-11, Mission Viejo, California 92692. Mr. Brad Stipe is the project contact person at Chelsea Property Group, Inc.

PROJECT BACKGROUND

Prado de Las Posas Specific Plan

The proposed project site is a portion of the 61-acre Prado de Las Posas Specific Plan (Specific Plan) site. Land use planning of the Specific Plan site was reviewed under the Prado de Las Posas Specific Plan and EIR, and approved by the City of Camarillo City Council in January 1995. The Specific Plan was created to provide flexibility in development of the project site while requiring overall design guidelines to be followed and provide for land use compatibility. It is intended to implement policies of the City's General Plan and other applicable planning documents, with particular emphasis given to recommendations and implementation measures encouraging the development of certain land use and circulation components and the establishment of development criteria commensurate with quality and economic success.

The Specific Plan provides a "bridge" between the very general goals, objectives and policies of the General Plan and the regulatory procedures of the Zoning Code. The Specific Plan indicates which zoning designations are appropriate for an area and where they should go. The Specific Plan is intended to facilitate and simplify the development process, while at the same time assuring quality development.

The Specific Plan divided the site into four planning areas, each with a land use designation and square footage allocation as shown in the table below and in Figure IV-1. The boundaries of the individual planning areas and their associated land use and design concepts were derived from physical constraints such as the height restrictions imposed by the glidepath for the adjacent Camarillo Airport (see discussion below) and existing land use and infrastructure conditions. The Specific Plan delineated different land uses and identified the amount of development permitted within each planning area. The permitted square footages for each zone are identified in Table IV-1.

Insert Figure IV-1

Prado de Las Posas Specific Plan Land Use Plan

Table IV-1

Prado de Las Posas Specific Plan Land Use Totals

Planning Area	Land Use	Square Footage
I and II	Village Commercial/Commercial	285,600
III	Outdoor Recreation	15,000
IV	Office/R & D	151,316
Total		**451,916**

Source: *Prado de Las Posas Specific Plan Environmental Impact Report, Volume I, January 1995.*

Planning Areas

Planning Area I (Commercial/Village Commercial)

Planning Area I is designated to accommodate both large shopping facilities with a regional orientation, and support retail users and related commercial businesses within a Village Commercial concept. Buildings are envisioned as low mass and may be clustered, having a sense of pedestrian orientation. Features would include pedestrian spaces and paths and generous amounts of lush plant materials.

Smaller retail establishments were envisioned to augment the larger anchor retail users and serve shopper and employees in and near the development. Restaurant, commercial and office uses are also permitted. The array of uses would be compatible with the Village Commercial design concept. Buildings up to two stories would be permitted subject to avigational easements.

Planning Area II (Commercial /Village Commercial)

Planning Area II is located at a main entrance to the project and in its design is recommended to help establish a theme for the overall development. Architecture and other site features are intended to allow for views to penetrate into the main site. Building scale, architecture, walls, landscaping and entry features are to work in concert to create a focal point in the development. Buildings should be low mass and well-articulated and may use such elements as a tower, fountain, sculpture or focal landscape feature to enhance and complement the architecture. Special parkway and median landscaping along Ventura Boulevard would reinforce the importance of Planning Area II. Hotels, restaurant, retail, commercial activities and offices are permitted.

Planning Area III (Outdoor Recreation)

Planning Area III allows for low intensity uses such as an executive golf course or retail/wholesale nursery. It is intended to serve as a transitional use and buffer between nearby airport uses. A portion may function as a possible drainage retention basin to meter drainage from the site. Given the avigational height restrictions for this area, buildings will be low mass and at a smaller scale. This area may contain

special feature and landscaping that will visually enhance the project site and provide opportunities for passive recreation, such as walking and picnics. The special feature may include a fountain, sculpture or other architectural feature.

Planning Area IV (Office/R&D/Recreation)

The industrial/office use designation for Planning Area IV allows light industrial and office uses ranging from corporate to single tenant and office uses and firms seeking an attractive and pleasant working environment plus a location that has prestige. Applicable general design and development standards have been established to promote a professional image. This planning area will also permit a variety of R&D "high tech", light manufacturing and assembly, distribution and research functions. Low-rise buildings (one and two stories) consistent with the airport easements in clustered landscape settings are envisioned. Architectural themes with contemporary, spacious and articulated structures are encouraged. Office and R&D uses are permitted. In addition, recreational uses may be permitted in this area subject to approval of a Zone Ordinance amendment which would allow for recreational uses in the R&D areas (LM Zone) subject to the approval of a conditional use permit.

Current Site Condition

The Specific Plan site has remained vacant since project approval, although some minor grading and infrastructure construction activities have recently occurred on site. Ventura Boulevard was realigned and moved to the south and Camarillo Center Drive was extended west to Las Posas Road as planned under the Specific Plan. In addition, an on-site detention basin was recently constructed in the western part of the site along Las Posas Road.

Federal Aviation Administration's (FAA) Avigation Easement

Camarillo Airport and Avigation Easement Background

Camarillo Airport was originally constructed in 1942 by the California State Highway Department as auxiliary landing field with a 5,000-foot runway. In the 1951 response to the emerging Cold War and the potential need for bolstered coastal air defense, the U.S. Army Corps of Engineers extended the runway to 8,000 feet. By 1957, the airfield had been named the Oxnard Air Force Base and in 1958 the runway was 9,000 feet long with 1,000 feet paved overruns at each end. Throughout the 1950's, the Air Force obtained a number of easements from surrounding property owners including avigation easements to protect the approach for its flight operations. The avigation easements restricted property owners east and west of the runway from constructing anything (or allowing any growth) that would exceed a 50:1 clearance slope emanating from the Air Force Base property line on the east and west. The clearance slope can be thought of as an inclined plane rising from the property line at a rate of one foot vertically for each 50 feet horizontally. In December 1969, the Oxnard Air Force Base was deactivated and the airfield portion of the base was passed to Ventura County in 1976 with a runway length of 6,000 feet. The avigation easement was past to the County and remains in force.

Given the proximity of the Specific Plan site to the airport, the entire site is within the area subject to the Camarillo Airport Comprehensive Land Use Plan (CLUP) and an Avigation Easement which restricts the height of buildings based on the distance from the airport runway. The CLUP standards for height restrictions are set by the Federal Aviation Regulation Part 77 concerning obstructions in the navigable airspace around airports.

Since the site is within the area subject to the CLUP, the Specific Plan designated non-commercial uses (Outdoor Recreation) within the area closest to the Camarillo Airport runway. This area constituted Planning Area III that provided height restrictions of 16 feet or less due to the Avigation Easement and CLUP. The Specific Plan proposed low intensity uses such as an executive golf course or wholesale retail nursery in this area. Thus, implementation of the plan for this area would allow very low massing of buildings due to the Avigation Easement height restrictions.

PROJECT CHARACTERISTICS

Proposed Development Plan and Specific Plan Amendment

The project applicant is requesting approval from the City of Camarillo to amend the Prado de Las Posas Specific Plan to change the designation of Planning Area III from Outdoor Recreation to Village Commercial and build out the area with retail buildings and related parking. Specifically the applicant proposes to construct a 242,474-square-foot life style commercial center within Planning Areas I and III of the Specific Plan site as illustrated in Figure IV-2.

As shown previously in Table IV-1, the Specific Plan allows the development of up to 285,600 square feet of commercial uses in Planning Areas I and II, and up to 15,000 square feet of building space in Planning Area III. This creates a total of up to 300,600 square feet of building space. Although construction of the proposed life style center would be within the development envelope of the Specific Plan, an amendment to the Specific Plan would be necessary to increase the development potential within Area III. The amendment would change the land use designation of Planning Area III from Outdoor Recreation to Village Commercial/Commercial. The Specific Plan would still allow 151,316 square feet of Research and Development for Planning Area IV. Future development proposed for Planning Area II may require a separate Plan amendment and environmental analysis if the total square footage from Planning Areas I, II and III exceeds 300,600 square feet.

The proposed life style center would encompass Planning Areas I and III with four buildings (approximately 213,148 square feet)[1] situated along the periphery of the site along Camarillo Center Drive and Las Posas Road, separated from the roadways by parking and a retention basin. The site would

[1] The buildings are labeled "F", "G" and "H" on the site plan, see Figure IV-2.

Insert Figure IV-2.

Proposed Project Site Plan

also include four free-standing restaurants (approximately 29,362 square feet), three of which would be located along Ventura Boulevard. The site would accommodate a total of 1,416 parking spaces of which 440 would be dedicated to the restaurants and the remaining 852 spaces for the retail uses. Most of the parking would be located in a parking field in the center of the site. The commercial/retail buildings would be complemented by a pedestrian "promenade" linking the buildings with a plaza and fountain features. The proposed project would include a grassy plaza area for occasional out door events.

The proposed structures would be designed to be consistent with predominate character and scale of the architecture of the surrounding uses. The buildings would incorporate a Mission Revival, Spanish Colonial Revival, and Monterey architectural style. The types of building materials would include the use of stucco, wood, glass, tile, textured blocks, and other similar materials. Figures IV-3 through IV-13 provide front and back elevations of each commercial/retail building.

Primary access to the project site would be off of Ventura Boulevard and Camarillo Center Drive. Development of the project site would include street intersections with Ventura Boulevard and Camarillo Center Drive to accommodate ingress and egress into the surface parking lot. Pedestrian access would be provided on walkways adjacent to the restaurant and retail uses on the project site. In addition, pedestrian access would be provided by a walkway connecting the adjacent Edwards Cinema site and the proposed project site. It is also intended that pedestrian movement would be established between the proposed project and the Camarillo Premium Outlets. Further, this pedestrian access would allow visitors to park in either location. Figure IV-14 illustrates the relationship between the proposed project and the other commercial uses along Ventura Boulevard west of Las Posas Road.

Landscaping would include the use of raised tree and curb planters, free standing pots. The proposed project would also include the use of fountains throughout the pedestrian area, and the use of pedestrian benches.

Proposed Modification to Avigation Easement

The height of future development opportunities within the Specific Plan area were restricted based upon the Avigation Easement's flight approach operations protection. A necessary outcome of the Specific Plan Amendment would be a modification to the Federal Aviation Administration's (FAA) Avigation Easement to allow the proposed commercial center buildings (within Planning Area III) to exceed the FAA easement's height restriction (see Section V-B for further discussion).

PROJECT OBJECTIVES

The objectives of the proposed project, as set forth by the project applicant, are as follows:

- Provide for quality development;
- Provide a range of retail and restaurant uses;

Figure IV-3. Preliminary Elevations Building F #1

Figure IV-4. Preliminary Elevations Building F #2

Figure IV-5. Preliminary Elevations Building G #1

Figure IV-6. Preliminary Elevations Building G #2

Figure IV-7. Preliminary Elevations Building G #3

Figure IV-8. Preliminary Elevations Building G #4

Figure IV-9. Preliminary Elevations Building H #1

Figure IV-10. Preliminary Elevations Building H #2

Figure IV-11. Preliminary Elevations Building H #3

Figure IV-12. Preliminary Elevations Building H #4

Figure IV-13. Preliminary Elevations Building H #5

Figure IV-14. Ventura Boulevard Commercial Uses

- Provide adequate on-site parking for retail and restaurant uses;
- Provide community areas on the project site; and
- Provide a community plaza area for occasional outdoor events.

These objectives are generally consistent with the overall objectives of the City of Camarillo General Plan and the Prado de Las Posas Specific Plan.

DISCRETIONARY AND OTHER ACTIONS

The City of Camarillo (the City) is the lead agency for the proposed project. The SEIR is intended to serve as the environmental document for all discretionary and ministerial actions with the development of the proposed project, including, but not limited to the following:

- Land Division (LD-476);
- Conditional Use Permit (CUP-252);
- Commercial Planned Development Permit (CPD-197M);
- Prado de Las Posas Specific Plan Amendment; and
- Grading permit.

The EIR is intended to be the primary reference document in the formulation and implementation of a mitigation monitoring program for the proposed project, This SEIR is also intended to cover all federal, State, regional and/or local government discretionary approvals that may be required to develop the proposed project, whether or not they are explicitly listed below. Federal, State and regional agencies that may have jurisdiction over the proposed project include, but are not limited to:

- Federal Aviation Administration
- Regional Water Quality Board
- County of Ventura

V. ENVIRONMENTAL IMPACT ANALYSIS
A. VISUAL RESOURCES

INTRODUCTION

This section identifies and describes the visual characteristics of the project site and surrounding area, and evaluates the potential change in the existing visual character of the area due to implementation of the proposed project. The analysis of the potential change in the visual character or visual resources of the project site and area has been divided into two parts: 1) Aesthetics and Views, and 2) Light and Glare analyses.

1. AESTHETICS AND VIEWS

PREVIOUS ANALYSIS AND CONCLUSIONS

The Final EIR for the Prado de Las Posas Specific Plan concluded that implementation of the Specific Plan would alter the existing visual character of the site and surrounding area by transforming 61 acres of agricultural land to a multi-use development including village commercial, general office, research and development, and outdoor recreation uses. Included as part of the Specific Plan were development standards, which specify development criteria such as minimum parcel size, maximum building height, minimum building setback, and parking space requirements. The following mitigation measure was adopted to reduce the potential impacts associated with the change to the visual character of the site.

3-7.1 All future development projects in the Prado de Las Posas Specific Plan project area shall be designed in accordance with all applicable criteria in the Development Regulations and Design Guidelines in the Prado de Las Posas Specific Plan.

With this mitigation measure, the impacts associated with the change to the visual character of the site were determined to be less than significant.

The City of Camarillo has adopted an architectural "Heritage Zone" along the Ventura Freeway, which allows only certain styles of architecture. The Heritage Zone affects a portion of the Specific Plan site. The Specific Plan applies the requirements of the Heritage Zone over the entire project site and the Design Guidelines incorporate Mediterranean style architecture, which is a requirement of this zone. Therefore, the Specific Plan was determined to be consistent with the requirements of the Heritage Zone.

PROPOSED PROJECT

Environmental Setting

Aesthetic impact assessment generally deals with the issue of contrast, or the degree to which elements of the environment differ visually. Aesthetic features occur in a diverse array of environments, ranging in

character from urban centers to rural regions and wildlands. Adverse visual effects can include the loss of natural features or areas, the removal of urban features with aesthetic value, or the introduction of contrasting urban features into natural areas or urban settings.

Since the proposed project site is located within a commercial mixed-use development area, the aesthetic impact assessment concentrates on urban features. Urban features that may contribute to a valued aesthetic character or image include: structures of architectural or historic significance or visual prominence; public plazas, art or gardens; heritage oaks or other trees or plants protected by the City; consistent design elements (such as setbacks, massing, height and signage) along a street or district; pedestrian amenities; and landscaped medians or park area.

The following analysis takes into account two attributes of aesthetic values with respect to environmental impacts: 1) aesthetics or visual character, and 2) viewshed. The former pertains to aspects of the visual character of existing development and of the proposed project, such as architecture, color, design, décor, mass and height. The latter refers primarily to views of the project site from varying vantage points, as well as views from or adjacent to the site of such visual features such as open spaces, mountain ranges, etc.

The inherent subjectivity of issues and values of visual character creates a challenge in arriving at a conclusive determination of what constitutes a "significant impact" for the purposes of CEQA. Impacts regarding visual character typically include changes to the style or ambiance of a community, the insertion of a prominent feature that changes the original visual character of an area, or the elimination of a significant natural feature (or open space).

Regarding viewshed, "significant impacts" for the purposes of the CEQA typically consist of loss or obstruction of a valued public view (e.g., scenic vista or views of the horizon). These impacts also include changes in the character of the viewshed that deter from a valued public view, such as the elimination or obstruction of natural features that were formerly part of a valued public viewshed.

Aesthetics or Visual Character

Heritage Zone Community Character

Developments within proximity to the U.S. 101 Freeway (Ventura Freeway) have been classified as being in the Heritage Zone area of the City. Developments within 500 feet of the Ventura Freeway and 1,000 feet of the Ventura Freeway interchange are required to have a particular design theme.[1] The proposed project is located within the Heritage Zone.

[1] Camarillo General Plan, Community Design Element, 1989.

Architectural design styles that would be appropriate within the Heritage Zone include the Mission style, Monterey style, Early California style, Spanish style, Mediterranean style, or modern interpretations of these styles. The most important aspect of the Heritage Zone is the type of materials used, their colors, textures, and scale. Types of building materials would include the use of stucco, wood, glass, tile, texture blocks, and other similar materials.

The configuration of the buildings should provide for a variety of features and a well balanced combination of the parts of the building rather than a simple block of building mass. The building should be broken up wherever possible. Building clustering or differences in massing will allow parking to be segmented into numerous smaller lots. In addition, the buildings themselves can be used to screen one lot from another and provide for a variety of open space areas.

Existing Visual Character of the Project Site

The proposed Camarillo Promenade project site includes approximately 29.41 acres of the 61.3 acre Prado de Las Posas Specific Plan, which is located south of the U.S. 101 Freeway (Ventura Freeway) and the Ventura Boulevard, west of Factory Stores Road, east of Las Posas Road, and north of Camarillo Center Drive. The project site is a curved rectangle in shape. The project site is relatively flat and undeveloped. There are no oak trees or other indigenous species found on the project site. There is no vegetation located on site or in the perimeter of the project site. Recently some construction and grading activities have occurred on site thereby changing the topography of the site from flat to slightly contoured in areas. In addition, the construction and grading activities on the project site include the construction of a detention basin along the western edge of the property fronting Las Posas Road.

Visual Character of the Surrounding Locale

The proposed project site is located within a commercial mixed-use development area of the City of Camarillo. There are no surface water features, parks, or open space areas in the immediate vicinity. Directly north of the project site across Ventura Boulevard are two vacant lots and the Camarillo Hills Drain Channel. The eastern vacant lot is the undeveloped Planning Area II of the Prado de Las Posas Specific Plan, which is planned to be developed with village commercial uses. Directly east of the project site is the Edwards Camarillo Palace 12 cinema and parking lot. Further east of Edwards cinema is Factory Stores Drive and the Camarillo Premium Outlets. Each of these uses was developed within the 92-acre Koll-Leonard Camarillo Center. Directly south of the project site across Camarillo Center Drive is a portion of Planning Area III of the Prado de Las Posas Specific Plan and the complete undeveloped Planning Area IV of the Specific Plan. Planning Area IV is planned to be developed with up to 151,316 square feet of office/R&D uses. Further to the south of these planning areas is the earthen reservoir and pump house of the Pleasant Valley County Water District. Southeast of the project site across Camarillo Center Drive is the 2-story Wells Cargo Self Storage. Directly west of the project site across Las Posas Road is Camarillo Airport and to the southwest is a Ventura County Fire Department fire station. To the northwest of the project site across Las Posas Road is the Camarillo Town Center commercial

development. Figure V.A-1 provides a photograph location map. Photographs of the land uses surrounding the project site are depicted in Figures V.A-2 through V.A-5.

Scenic Resources

The Ventura Freeway, Ventura Boulevard and South Las Posas Road are designated as scenic drives in the Scenic Highway Element of the City of Camarillo General Plan. When a street is classified as a scenic highway, the scenic corridor is protected with various controls to ensure that the view of the road is maintained or embellished through land use controls, development standards, environmental controls, protection of viewscapes and such which may be applicable to the particular setting, the type and purpose of the highway, and the perceived or intended purpose of the traveler.[2]

Development and construction within a scenic corridor must undergo architectural and site plan review. The review and approval criteria include, but are not limited to the following criteria identified in the Scenic Highways Element:

- All elements of the proposed development shall be consistent with the intent and all requirements of the Scenic Corridor Plan.
- Buildings and structures shall be so designed and located on the site as to create a generally attractive appearance and a harmonious relationship with surrounding development and the natural environment.
- Buildings, structures, and plant materials shall be constructed, installed, or planted so as not to unnecessarily obstruct scenic views visible from the scenic route.
- Potentially unsightly features (i.e., parking lots, storage areas, repair and maintenance areas, etc.) shall be located from the scenic highway or effectively screened from view by planting and/or fencing, walls, grading, or multiple use thereof.
- The development shall make use of modern site planning techniques, such as, common access driveways, landscaping, etc.

As stated above, the project site is located in a commercial mixed-use area of the City of Camarillo. There are no significant natural features (such as rock outcroppings, bodies of water, substantial stands of native vegetation, etc.) or native California trees of particular aesthetic value (e.g., oak trees) on the project site. There are no major open spaces and there are no aesthetically significant man-made features (such as major architectural structures, monuments, or gardens) or historic buildings on the project site.

The scenic resource in the area, as viewed from the scenic drives include the Camarillo Hills to the north and the Santa Monica and Guadalasca Mountain ranges to the south. Views of the Camarillo Hills to the

[2] City of Camarillo General Plan, Scenic Highways Element, 1989.

Figure V.A-1 Photograph Location Map

Figure V.A-2 Views of Land Uses Surrounding the project site

Figure V.A-3 Views of Land Uses Surrounding the project site

Figure V.A-4 Views of Land Uses Surrounding the project site

Figure V.A-5 Views of Land Uses Surrounding the project site

north of the project site are visible from the project site and are afforded by motorists traveling along the scenic drives. Views of the Santa Monica and Guadalasca Mountain ranges to the south of the project site are also visible from the project site and are afforded by motorists traveling along the scenic drives.

Views or Viewshed

Viewsheds typically refer to the visual qualities of the geographical area that is defined by the horizon, topography, and other natural features that give an area its visual boundary and context, or by artificial developments that have become prominent visual components of the area. In the area of the project site, the existing viewsheds are defined primarily by the existing theater and parking lot, the adjacent vacant lots, the earthen reservoir and pump house of the Pleasant Valley County Water District, a self storage building, Camarillo Airport, and the Camarillo Hills Drain Channel.

Views of and Towards the Camarillo Promenade Project Site

The project site is currently undeveloped. Much of the ground is covered with non-native grasses, while the remaining vegetation on the project site consists of intermittent, non-native shrubs. Views of the project site from the west are obstructed by the Edwards Cinema and associated parking lot that is fenced in and lined with trees and shrubs on the western boundary of the site. However, the closer a viewer is to the site, particularly from the western boundary of the Edwards Cinema, the less view obstruction there is. The project site is also visible from the Ventura Freeway, located approximately 0.2 miles north of the project site, from Las Posas Road, from Ventura Boulevard, and from Camarillo Center Drive. Photographs of the existing views of the project site are depicted in Figures V.A-6 and V.A-7.

Views Through the Camarillo Promenade Project Site

Currently there are street views down Las Posas Road, Ventura Boulevard, and Camarillo Center Drive. However, due to the location of the project site, there are no views through the project site to scenic or visual resources located east of the project site, as no such resources presently exist in this area of the City of Camarillo. The Santa Monica and Guadalasca Mountain ranges to the southeast and the Camarillo Hills to the north are at a higher elevation than the project site. Therefore, north of the project site is a view of the Camarillo Hills and south of the project site is a view of the Santa Monica and Guadalasca Mountains.

Environmental Impacts

Thresholds of significance

In accordance with guidance provided in Appendix G of the State CEQA Guidelines, the proposed project could have a potentially significant impact if it were to result in one or more of the following:

- Have a substantial adverse effect on a scenic vista.

Figure V.A-6 Existing Views of the project site

Figure V.A-7 Existing Views of the project site

- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a scenic highway.
- Substantially degrade the existing visual character or quality of the site and its surroundings.

Project Impacts

Views From Designated Scenic Highways and Surrounding Roadways

The prominent natural visual features in the project area are the Camarillo Hills located north of the project site, and the Santa Monica and Guadalasca Mountain ranges located southeast of the project site. As discussed above, the project site is located in a highly commercial area with no natural features on site or in the immediate area that would be considered prominent.

Since the proposed commercial center would be taller than the existing vacant lot, the proposed buildings would be visible from the immediate surrounding streets: Ventura Boulevard, Los Posas Road, Camarillo Center Drive, and the Ventura Freeway. The only valued public view in the area would be of the Camarillo Hills located north of the project site, and the Santa Monica and Guadalasca Mountain ranges to the southeast. However, since the mountain ranges are at a higher elevation than the proposed project, the impact on the views would be less than significant.

Views of the Project Site

As described in Section IV. Project Description, a commercial life style center would be constructed at the project site. The proposed life style center project would encompass Planning Areas I and III with four buildings (approximately 213,148 square feet)[3] situated along the periphery of the site along Camarillo Center Drive and Las Posas Road, separated from the roadways by parking and a retention basin. The site would also include four free-standing restaurants (approximately 29,362 square feet), three of which would be located along Ventura Boulevard. The site would accommodate a total of 1,416 parking spaces. Most of the parking would be located in a parking field in the center of the site. The commercial/retail buildings would be complemented by a pedestrian "promenade" linking the buildings with a plaza and fountain features. The proposed project would include a grassy plaza area for out door events or concerts. Overall, the development that would be permitted under the proposed project site would substantially change the current appearance and increase the visibility of the proposed project site. As a result of new construction at the largely vacant site, future development on the site would be visible from portions of City streets (e.g. Camarillo Center Drive, Las Posas Road, and Ventura Boulevard) as well as from various, commercial, and retail land uses located along these streets. The proposed development on the project site would be consistent with the urbanized character of the surrounding area.

[3] The buildings are labeled "F", "G" and "H" on the site plan, see Figure IV-2.

The height and mass of the proposed project would also be consistent with the surrounding commercial uses. Overall, the change in the visual appearance of the project site would be beneficial, from an underutilized site to an integrated part of the urban fabric of the area. Impacts related to the change in the visual appearance and character of the project site would be less than significant, as viewed from adjacent streets and the areas surrounding the project site.

Currently, the appearance of the project site, as viewed from, the Edwards Cinema site located immediately east of the project site, consist of a vacant lot. The proposed project would replace this view with buildings up to two-stories in height. Although employees of and visitors to the Edwards Cinema would experience a substantial change in their public views of the project site, the front of Edwards Cinema faces Ventura Boulevard. Therefore, the development of the proposed project would not significantly impact the direct view from the Cinema. Furthermore, there are no surrounding residential uses that would be visually impacted by the development of the proposed project. Therefore, no private views would be impacted.

Views Through the Project Site

As stated above, the proposed commercial center project would include four free-standing restaurants, three of which would be located along Ventura Boulevard. The site would accommodate a total of 1,416 parking spaces. Most of the parking would be located in a parking field in the center of the site. The commercial/retail buildings would be complemented by a pedestrian "promenade" linking the buildings with a plaza and fountain features. The proposed project would include a grassy plaza area for out door events or concerts. Therefore, view lines through the site would be reduced. Views of the Camarillo Hills located north of the project site and the Santa Monica and Guadalasca Mountain ranges to the southeast would be slightly blocked by the development of the proposed project. However, such views would remain intermittent due to the height of the mountains. Thus impacts associated with blockage of views to the Camarillo Hills, and the Santa Monica and Guadalasca Mountain from Ventura Boulevard, Los Posas Road, Camarillo Center Drive, and the Ventura Freeway would be less than significant.

Natural Open Space

The project site is located along Ventura Boulevard and Camarillo Center Drive within a commercial mixed used development area. The site does not contain any natural open space areas. Project implementation would not involve grading of natural open space areas. Since the project site is located in a commercial mixed used area, there is no concern regarding the placement of the proposed structure within a natural or open space area. Therefore, the project impact on grading of natural open space areas and placement of the proposed structure within open space areas would be less than significant.

Architectural

The proposed structures would be designed to be consistent with predominate character and scale of the architecture of the surrounding uses and the Development Guidelines in the Prado de Las Posas Specific

Plan. As described in Section IV. Project Description, the buildings would incorporate a Mission Revival, Spanish Colonial Revival, and Monterey architectural style. The types of building materials would include the use of stucco, wood, glass, tile, textured blocks, and other similar materials. The height of the proposed buildings would be consistent with the height of other buildings in the project area. There are two 2-story buildings in the immediate project site vicinity. One is the 2-story Edwards Cinema building located to the east immediately adjacent to the project site. Another is the 2-story Wells Cargo Self Storage building located to the southeast across Camarillo Center Drive. Therefore, the project is consistent with the design and height of existing buildings within the immediate project site vicinity. Project impacts to the area's aesthetic value and image would be less than significant. This is consistent with the conclusion reached in the Final EIR for the Prado de Las Posas Specific Plan.

CUMULATIVE IMPACTS

Increased development associated with buildout of the related projects would alter the visual image of each area surrounding those sites. As required by the City of Camarillo, the project design for each project would be reviewed by the City of Camarillo Community Development Department for consistency with applicable City codes and regulations prior to final plan approval. There are no related projects within the vicinity that would lie within, and potentially further diminish the valued aesthetic character of, the area. Therefore, potential cumulative impacts on aesthetics would be less than significant and the contribution of the proposed project to potential cumulative impacts would not be considerable.

There are no related projects adjacent to the project site; therefore the project site is not visible from these locations. Thus, potential for cumulative view obstruction at these locations is not expected. Therefore, potential cumulative impacts on obstruction of views would be less than significant and the contribution of the proposed project to potential cumulative impacts would not be considerable.

MITIGATION MEASURES

Mitigation measure 3-7.1 from the Final EIR for the Prado de Las Posas Specific Plan requires all future development projects in the Prado de Las Posas Specific Plan project area to be designed in accordance with all applicable criteria in the Development Regulations and Design Guidelines in the Prado de Las Posas Specific Plan. Because this requirement is already incorporated into the design of the proposed project, and because no new potentially significant impacts have identified for the proposed project, no additional mitigation is required.

CONCLUSIONS

The potential impacts associated with the proposed project have been project have been evaluated in the context of the present environmental and regulatory setting. In this context, the proposed project would not significantly diminish the valued visual character or image of the area and does not involve grading or removal of natural open space areas. Project impacts relative to blockage, partial interruption or minor

diminishment of existing valued public views of natural features such as the Camarillo Hills, and the Santa Monica and Guadalasca Mountains would be less than significant.

2 LIGHT AND GLARE

PREVIOUS ANALYSIS AND CONCLUSIONS

The Final EIR for the Prado de Las Posas Specific Plan concluded that existing and future developments surrounding the Prado de Las Posas Specific Plan site would be exposed to increases in nighttime glare emanating from nuisance light illuminating the area with spillover light from the lighting sources. Nighttime security lighting for buildings and parking lots would also increase nuisance light emanating from the site. Glare from reflected sunlight could reflect from any polished or reflective surface building materials used in the construction of buildings. Since most views of the site would be from the Ventura Freeway and Ventura Boulevard, glare impacts would occur.

The following mitigation measures were adopted to reduce the potential impacts associated with new sources of light and glare.

3-7.2 The buildings shall use non-metallic, low reflective glass (30 percent or lower reflective factor) and building materials to keep daytime glare to a minimum.

3-7.3 Due to the proximity of the Camarillo Airport, light should be shielded and directed downward. Glare should be retained within the boundary of the individual projects.

3-7.4 Outdoor lighting (street, security) shall be designed and installed (including glare shields) so that all direct rays are confined to the site, and adjacent properties, natural open space areas and night skies are protected from light and glare.

3-7.5 No lighting shall blink, flash, or be of unusually high intensity or brightness.

3-7.6 Fixtures and standards shall conform to state and local safety and illumination requirements.

3-7.7 Automatic timers on lighting shall be designed to maximize personal safety during nighttime use while saving energy.

3-7.8 Nighttime security lighting shall include the use of low light stanchions directing light toward the interior of proposed parking areas and campus.

3-7.9 Entries, courtyards and parking areas shall be lighted for pedestrian safety.

With these mitigation measures, the potential light and glare impacts associated with the Specific Plan were determined to be less than significant.

PROPOSED PROJECT

Environmental Setting

The project site is undeveloped and does not contain any active uses. No ambient lighting presently emanates from the project site. Lighting associated with the surrounding uses in the project vicinity consist of street lights along South Los Posas Road, Camarillo Center Drive, and Ventura Boulevard. The areas adjacent to the site generally experience ambient lighting levels that are moderate to high, with the highest levels occurring at locations where the theater, retail, airport, and storage uses are located (i.e., along Camarillo Center Drive, South Los Posas Road, and Ventura Boulevard).

Glare is largely a daytime phenomenon, occurring when sunlight is reflected off the surfaces of buildings, objects (e.g., vehicle windshields), or by vehicle headlights on adjacent roadways. Excessive glare not only restricts visibility but also increases the ambient heat reflectivity in a given area. The existing site is completely devoid of all buildings and therefore does not produce glare.

To ensure that lighting is both functional and appropriate, the following principals identified in the Community Design Element should be used in the design of lighting:[4]

- Lighting should be shielded and directed away from adjoining properties or streets to avoid any nuisance or hazard.
- The style, size and shape of lighting fixtures should be a complement to the design of the development. The type of fixture should help in ensuring compliance with the first principle.
- The intensity of the lighting and the type of lighting (e.g. mercury vapor, sodium vapor) should be appropriate for the location of lighting. High speed roadways require bright lighting to avoid traffic hazards at intersections but the same type of lighting would not be appropriate for a pedestrian way.
- Lighting fixtures should take into account energy efficiency but not to the extent where it is out of character for the location.
- Lighting fixtures should be vandal-resistant and properly maintained.
- Rural areas require less lighting and, in accordance with the city's policy, require street lighting generally only at intersections and cul-de-sacs.
- Lighting should be integrated into the design of buildings. The addition of light purely for attraction or show and roof-mounted light fixtures should be avoided.
- The height of pole mounted lights in parking lots and storage yards should not be excessive. Additional fixtures should be provided instead of trying to light a larger area with fewer fixtures.

[4] City of Camarillo General Plan, Scenic Highways Element, 1989.

- Lighting for pedestrian areas should be provided to ensure safety.

Environmental Impacts

Thresholds of Significance

In accordance with guidance provided in Appendix G of the State CEQA Guidelines, the proposed project could have a potentially significant impact if it were to result in one or more of the following:

- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

Project Impacts

Although no ambient lighting presently emanates from the project site, the project locale contains numerous sources of nighttime lighting along Ventura Boulevard, Los Posas Road, and Camarillo Center Drive including street lights, automobile headlights, security lighting, and indoor building illumination (light emanating from the interior of adjacent structures through windows).

The development of the proposed project would illuminate the commercial center with lighting from within the stores and from security lighting in the parking lot. It would also place additional sources of light and glare in Planning Area III, which was originally planned to be developed with outdoor recreation uses. All lighting would be shielded and focused on the project site and directed away from the neighboring theater and self storage land uses, and Camarillo Airport. The lighting would also be directed downward and blinking, flashing, or unusually high intensity lighting would be prohibited. As such, lighting at the project site would not adversely affect aircraft fights into or out of Camarillo Airport. All lighting would be similar to the amount of lighting provided by adjacent retail uses. Therefore the proposed project would not result in a substantial amount of light that would adversely affect the day or nighttime views in the project vicinity, and impacts would be less than significant.

Building surfaces or glass windows have the potential to create glare, particularly during the early morning and later afternoon time periods. Development of the proposed project would include architectural features and facades that have a low level of reflectivity. Furthermore, the proposed project would incorporate a variety of building materials, which will be selected and located so as to minimize the transmission of illumination from interior lights toward adjacent uses. Although the proposed project includes glass windows, which would increase the amount of glare coming from the project site, compliance with Camarillo architectural design standards, which limits reflective surface areas and the reflectivity of architectural materials used, would reduce any adverse impact from window glass glare. Implementation of the project would therefore not produce glare which would create a visual nuisance, a hazard or result in differential warming of adjacent properties. The project impact with regard to glare would be less than significant.

CUMULATIVE IMPACTS

Development of the proposed project in conjunction with the related projects would result in redevelopment or infilling of land uses in the community. Artificial illumination from the proposed project and related projects would cumulatively increase the nighttime lighting of the areas surrounding those sites. These projects in addition to the proposed project are located in highly urbanized areas with existing nighttime illumination. The additional glow from these projects are considered negligible and not cumulatively considerable. Further, the related projects are subject to the City's architectural design standards which limits reflective surface areas and materials. Thus, potential glare created from these related projects is not cumulatively considerable. Therefore, cumulative impacts from artificial light and glare are not expected and would not be significant.

MITIGATION MEASURES

The following mitigation measures from the Final EIR for the Prado de Las Posas Specific Plan would be applicable to the proposed project.

3-7.2 The buildings shall use non-metallic, low reflective glass (30 percent or lower reflective factor) and building materials to keep daytime glare to a minimum.

3-7.3 Due to the proximity of the Camarillo Airport, light should be shielded and directed downward. Glare should be retained within the boundary of the individual projects.

3-7.4 Outdoor lighting (street, security) shall be designed and installed (including glare shields) so that all direct rays are confined to the site, and adjacent properties, natural open space areas and night skies are protected from light and glare.

3-7.5 No lighting shall blink, flash, or be of unusually high intensity or brightness.

3-7.6 Fixtures and standards shall conform to state and local safety and illumination requirements.

3-7.7 Automatic timers on lighting shall be designed to maximize personal safety during nighttime use while saving energy.

3-7.8 Nighttime security lighting shall include the use of low light stanchions directing light toward the interior of proposed parking areas and campus.

3-7.9 Entries, courtyards and parking areas shall be lighted for pedestrian safety.

The following new mitigation measure is recommended to prevent visual impairment to pilots taking off at night on Runway 8, towards the Specific Plan site.

V.A-1 All lighting shall be directed away from Camarillo Airport to prevent visual impairment to pilots taking off at night on Runway 8, towards the Specific Plan site.

CONCLUSIONS

The potential impacts associated with the proposed project have been project have been evaluated in the context of the present environmental and regulatory setting. In this context, the proposed project would not result in a substantial amount of light or glare that would adversely affect the day or nighttime views in the project vicinity. With the implementation of mitigation measures from the Final EIR to the Prado de Las Posas Specific Plan and the new measure recommended by the City, the potential light and glare impacts associated with the Specific Plan would continue to be less than significant.

V. ENVIRONMENTAL IMPACT ANALYSIS
B. HAZARDS AND HAZARDOUS MATERIALS

PREVIOUS ANALYSIS AND CONCLUSIONS

The Inner and Outer Safety Zones at the ends of airport runways are the areas most frequently overflown. The safety zones indicate areas in which land use and population density are restricted, as specified by land use compatibility guidelines in the Airports Comprehensive Land Use Plan Update for Ventura County. At Camarillo Airport, the Inner Safety Zones are located within the airport property. The Outer Safety Zone extends east beyond Las Posas Road. As such, the western half of the Specific Plan site is located within the Outer Safety Zone for Camarillo Airport. The entire Specific Plan site is located within the traffic pattern zone for the airport.

The Final EIR for the Prado de Las Posas Specific Plan concluded that the Specific Plan would be compatible with Camarillo Airport. Specifically, the golf course was an acceptable land use in the Outer Safety Zone of the airport, and the village commercial, office, and research and development uses were conditional acceptable land uses. The following mitigation measures were adopted to ensure compatibility with the airport.

3-12.1 The City of Camarillo and the project applicant will enter into an Avigational agreement indicating the existence of activities of the airport over the property.

3-12.2 The CC&Rs will incorporate conditions of the Avigational Easement.

3-12.3 The project applicant will not construct or permit the construction or growth of any structure, tree or other object that penetrates an approved, transitional, horizontal or control surface or that constitutes an obstruction to air navigation under FAA Part 77; or that obstructs or interferes with the use of the flight easements and rights of way granted or that creates electrical interference with radio communication between any installation upon the airport and aircraft; or as to make it difficult to distinguish between airport lights and other lights; or as to impair visibility in the vicinity of the airport; or as otherwise to endanger the landing, take-off or maneuvering of the aircraft.

3-12.4 The project applicant shall file a Notice of Proposed Construction and Alteration (FAA Form 7460-1) with the FAA, in accordance with FAR Part 77, prior to construction.

With these mitigation measures, the impacts associated with land use compatibility were determined to be less than significant.

The Specific Plan was responsive to the requirements of the Camarillo Airport Land Use Plan and incorporated many of the guidelines and land uses to ensure that the Specific Plan project was compatible with airport operations. The Specific Plan established height restrictions to ensure that the avigational easement would not be violated. The Specific Plan also minimized the potential risks by designating the

western portion of the site for outdoor recreational uses. However, any development near an airport involves some risk to aircraft and inhabitants of the development. Therefore, the following mitigation measure was adopted to ensure that development within the Specific Plan site would not conflict with the Outer Safety Zone for Camarillo Airport.

3-12.5 Building plans shall be submitted to the City to review their consistency with applicable aviation easements.

With this measure, the potential impacts associated with the Outer Safety Zone for Camarillo Airport were determined to be less than significant.

The operation of aircraft over the Specific Plan site represents a potential threat to persons and property on the ground. Using the off-airport rate of 0.22 accidents per 100,000 operations for Camarillo Airport, the risk of injury to persons on the ground from an aircraft accident was determined to be extremely low and, therefore, less than significant.

Electrical emissions from research and development activities at the Specific Plan site were considered to have the potential to interfere with aircraft operations at Camarillo Airport. The following mitigation measure was adopted to ensure that no such interference would occur.

3-12.6 Any electronic equipment to be operated on-site that might interfere with airport operations will require a Federal Communications Commission (FCC) permit. Prospective users of such equipment would have to eliminate any interference through the use of insulation materials or other means.

With this measure, the potential impacts associated with electronic equipment interfering with airport operations were determined to be less than significant.

PROPOSED PROJECT

According to the analysis contained within the Hazards and Hazardous Materials section of the Initial Study for the proposed project the following were determined to have less than significant impacts and do not warrant further analysis: transport or disposal of hazardous materials, accidental release of hazardous materials, emission of hazardous materials within one-quarter mile of an existing school, project located on an list of hazardous material sites per Government Code Section 65962.5, project located in the vicinity of a private airstrip, project inference with an adopted emergency plan, and project exposure to wildland fires. A copy of the Initial Study is provided in Appendix A of this SEIR.

The following section summarizes the findings and conclusions presented in the *Aeronautical Constraints on Chelsea Group Property Adjacent to Camarillo Airport*, prepared by Aviation Systems Inc., dated August 2002 and the *Aeronautical Study Number 2003-AWP-719-OE*, prepared by Federal Aviation

Administration Western Pacific Regional Office, dated March 29, 2003. The background data for the Reports are included in Appendix B of this SEIR.

Environmental Setting

Camarillo Airport and Avigation Easement Background

Camarillo Airport was originally constructed in 1942 by the California State Highway Department as auxiliary landing field with a 5,000-foot runway. In the 1951 response to the emerging Cold War and the potential need for bolstered coastal air defense, the U.S. Army Corps of Engineers extended the runway to 8,000 feet. By 1957, the airfield had been named the Oxnard Air Force Base and in 1958 the runway was 9,000 feet long with 1,000 feet paved overruns at each end. Throughout the 1950's, the Air Force obtained a number of easements from surrounding property owners including avigation easements to protect the approach for its flight operations. The avigation easements restricted property owners east and west of the runway from constructing anything (or allowing any growth) that would exceed a 50:1 clearance slope emanating from the Air Force Base property line on the east and west. The clearance slope can be thought of as an inclined plane rising from the property line at a rate of one foot vertically for each 50 feet horizontally. In December 1969, the Oxnard Air Force Base was deactivated and the airfield portion of the base was passed to Ventura County in 1976 with a runway length of 6,000 feet. The avigation easement was past to the County and remains in force.

At present time, the runway is actually 6,010 feet long and 150 feet wide and is designated Runway 8-26 signifying its east-west orientation. The airport is a public use airport with only general aviation operations; there are no commercial operations.

Existing Avigation Easement

The County of Ventura still enforces the avigation easement acquired by the Air Force when the airfield was an active military base with a 9,000 foot runway. The easement overlays the southern 750 feet of the property and runs along the full east-west length of the property. At the western property line, the easement allows 93.54 feet above mean sea level (AMSL); virtually excluding everything since the ground level there is approximately 90 feet AMSL. At the eastern property line, the easement allows 128 feet AMSL. The current ground level at the eastern property line is approximately 100 feet AMSL enabling structures (or trees) to be approximately 28 feet above ground level (AGL). The easement clearance is a uniform slope so that allowable heights between the western property line and the eastern property line rise uniformly from 93.54 feet AMSL to 128 feet AMSL.

Regulatory Setting

Federal Aviation Regulations

Control of the airspace around Camarillo Airport is preempted by the Federal government and guided by the various regulations and orders of the Federal Aviation Administration (FAA). These include Federal Aviation Regulations (FAR) Part 77, FAA Order 8260.3B-United States Standards for Terminal Instrument Procedures (TERPS) and FAA Order 7400.2E-Procedures for Handling Airspace Matters. These documents set forth obstruction standards and safety criteria to avoid any substantial adverse effects on aircraft operations in the navigable airspace and restrict structure height only.

Camarillo Airport Land Use Compatibility Plan

The Compatible Land Use Plan (CLUP) for the Camarillo Airport is part of the Airport Comprehensive Land Use Plan for Ventura County. CLUPs are intended to ensure that land uses around airports are compatible with airport operations and that local city and county land use plans are consistent. The Camarillo CLUP, which is based on the current airfield configuration and runway length, delineates various safety zones around the airport and prescribes acceptable, unacceptable, and conditionally acceptable land uses for each zone.

As shown in Figure IV.B-1, the project site is overlain by the Height Restriction Zone (HRZ), and is partially overlain by the Outer Safety Zone (OSZ), with the remainder in the Extended Traffic Pattern Zone (ETPZ). The City of Camarillo has designated the property for commercial and industrial uses in its General Plan so those uses were evaluated against the compatibility guidelines of the CLUP.

Of the zones overlying the project site, the OSZ is the most restrictive with respect to land use compatibility. In the OSZ the majority of commercial and industrial land uses are conditionally acceptable. The conditions generally are: (1) that the property has no more than 25 percent structural coverage and (2) that an avigation easement, a disclosure agreement, and covenant be recorded by the owner or developer. In this context avigation easements as described in the CalTrans Airport Land Use Compatibility Handbook convey a set of property rights including the right of free and unobstructed passage by aircraft at a specific altitude or in accordance with FAR Part 77 imaginary surfaces. The ETPZ is the least restrictive zone allowing all commercial and industrial land uses and requiring an avigation easement only for hotels and motels. The HRZ, which overlies the majority of the proposed project site, only restricts structure height and is not acceptable of any particular land uses.

Existing Airport Configuration and Approach Procedures

According to the CLUP, the FAR Part 77 approach and transition surfaces dictate the allowable heights within the HRZ. The approach from the east to Runway 26 is a non-precision approach which has a 34:1 slope under the FAR Part 77. As shown in Figure V.B-2, most of the project site lies within the approach surface which is on the western property line and would allow 202 feet AMSL increasing at the rate of

Figure V.B-1. Airport Comprehensive Land Use Plan Safety Zones

Figure V.B-2. Height Constraints Within the Height Restriction Zone (34:1 Slope)

34:1 to 352 feet AMSL on the eastern property line. Considering that the ground elevations at the west and east lines are approximately 90 feet AMSL (west) and 100 feet AMSL (east) as mentioned above, the allowable height on the west end allowed by the HRZ would be 112 feet AGL rising to 153 feet AGL on the east.

North of the approach surface trapezoid is the transition surface which is a 7:1 slope to the boundary of the HRZ. North of the HRZ, the project site would fall within the Horizontal surface which is 150 feet above the airport elevation of 225 feet AMSL. The heights allowable by the CLUP in the HRZ are slightly less than mentioned above in the section on Federal Aviation Regulations. The difference is that the CLUP specifies the imaginary surfaces of FAR Part 77 as the limiting factor whereas the heights in the previous section have been calculated and evaluated against a more precise standard, i.e., the heights that would actually cause an adverse impact to the navigable airspace, which is how the FAA determines maximum allowable heights.

Airport Layout Plan

The CLUP includes information from the Airport Master Plan (AMP) on the future envisioned for the Camarillo Airport by Ventura County. The centerpiece of the AMP is the Airport Layout Plan (ALP) which depicts both the existing and planned facilities. The ALP clearly shows the ultimate runway length remaining at 6,000 feet and, shows construction of a number of executive hangers and T-hangers abutting the abandoned portion of the runway. This is persuasive evidence that the existing runway length is the appropriate basis for any height restrictions and land use compatibility decisions around Camarillo Airport.

However, the ALP also indicates that Ventura County would ultimately like to have a precision approach to Runway 26. The implication on the CLUP is that the HRZ would then be defined by a precision approach rather than a non-precision one (see Figure V.B-3). In other words, the HRZ limits would be based on a 50:1 slope instead of a 34:1 slope. Most of the project site falls within the approach surface (Section A). Consequently the allowable height at the western boundary would be 161 feet AMSL transitioning to 195 feet AMSL at the eastern boundary. There is a small portion within 7:1 transition surface (Section B) with a small remainder in the horizontal surface. Considering the ground elevations, allowable structure heights would range from about 71 feet AGL on the western boundary to about 95 feet AGL on the eastern boundary.

Conclusion

The avigation easement was devised for historical conditions that no longer exist and, based on the AMP, ALP and CLUP, will never exist again. The avigational easement forecloses virtually any development of the project site and the type of development envisioned by the City of Camarillo. The Federal regulations and others, on the other hand, represent the state of the art technology and are the appropriate guidelines to ensure safety in the navigable airspace of Camarillo Airport in its current configuration and

Figure V.B-3. Height Constraints Within the Height Restriction Zone (50:1 Slope)

agreed-upon runway length. The differences between what the easement allows and what the Federal guidelines allow are quite substantial as can be seen in Table V.B-1 and Figure V.B-4.

Table V.B-1
Height Restrictions at the Proposed Project Site

Evaluation Scenario	Allowable Heights AMSL	
	West Property Line	East Property Line
Existing Avigation Easement	93.54	128
Federal Criteria (Existing Runway)	213	277
CLUP Non Precision Approach (34:1 Slope)	202	253
CLUP Precision Approach (50:1 Slope)	161	195

Notes: *AMSL = Above mean sea level.*
CLUP = Airport Comprehensive Land Use Plan for Ventura County.

Source: *Aviation Systems Inc. Aeronautical Constraints on Chelsea Group Property Adjacent to Camarillo Airport. August 2002.*

Based on this information, the use of the CLUP Precision Approach provides a conservative scenario to evaluate the potential impacts associated with development at the proposed project site. Not only does the CLUP represent the current state of the art with respect to land use compatibility based on the current airfield configuration and runway length, it is also the County's own plan for the airport. The use of the CLUP Precision Approach would not only allow an increase in structure heights above those that were approved under the Prado de Las Posas Specific Plan, it would also allows structures to be constructed to heights that are allowable under Federal Criteria.

Environmental Impacts

Thresholds of Significance

In accordance with guidance provided in Appendix G of the State CEQA Guidelines, the proposed project could have a potentially significant impact if it were to result in one or more of the following:

- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area.

Figure V.B-4. Height Constraint Comparison

Project Impacts

The applicant proposes to amend the Specific Plan to change the designation of Planning Area III from Outdoor Recreation to Village Commercial and build out the area with retail buildings and related parking. The applicant has requested a modification to the easement from the FAA in order to permit an increase in building height over the westerly portion of the site within Planning Area III.

Aviation Systems Inc. analyzed the various imaginary surfaces and obstruction standards described in FAR Part 77 as applied to Camarillo Airport as well as the approach and departure procedures published for the airport. These include the IFR and the VFR approach and departure procedures, traffic patterns, as well as IFR and VFR horizontal and conical surfaces prescribed around the airport by FAR Part 77 to ensure air safety. As shown in Figure IV.B-5, the analysis indicated that the most restrictive factors were the departure procedures, the VFR horizontal surface, and the VFR conical surface.

Camarillo Airports' specific departure procedures requiring a climb rate of 250 feet per nautical mile restrict the structure height in Area A. The restrictions on structures height begin at the west boundary of the property with a maximum height of 225 feet AMSL feet at the eastern edge of Area A. The VFR horizontal surface and VFR traffic pattern restrict the structure height in Area B. The maximum structure height in Area B is 225 feet AMSL. The VFR conical surface then restricts the structure height in Area C beginning at 225 feet AMSL on the western edge of Area C increasing to 277 feet AMSL at a 20:1 slope to the east boundary of the property.

In comparing what is allowable under the Federal guidelines to the avigation easement. Aviation Systems Inc. found that on the western property line, the Federal guidelines allow 119.46 feet more structure height than the easement, and on the eastern property line, they allowed 149 more feet. Furthermore, Aviation Systems Inc found that there is absolutely no derogation of aviation safety, there is just the application of the modern air safety criteria against the current airport configuration and runway length.

The aeronautical study prepared by the FAA revealed that the proposed project would not exceed the obstruction standards and would not be a hazard to air navigation provided that the easement is abandoned or within 5 days after the construction reaches its greatest height the applicant shall file the FAA Form 7460-2 Notice of Actual Construction or Alteration.[1] Furthermore, based on this FAA report, marking and lighting are not necessary for aviation safety. Therefore impacts on people working or shopping in the project area from aviation hazards would be less than significant.

[1] Federal Aviation Administration Western Pacific Regional Office, Aeronautical Study Number 2003-AWP-719-OE, dated March 29, 2003.

Figure V.B-5 Federal Aviation Regulation Constraints

The proposed project is not anticipated to result in air safety hazards. All land development would be in accordance with City, State, and Federal regulations. Based on the height of the proposed structures, and the proposed project's required compliance with applicable regulations, the risk from air hazards is considered to be low. Therefore, impacts on people working or shopping in the project area from aviation hazards would be less than significant.

CUMULATIVE IMPACTS

Development of the proposed project in conjunction with the related projects would result in redevelopment or infilling of land uses in the community. Aviation hazards are site-specific and there is little, if any, cumulative relationship between development of the proposed project and the related projects. Cumulative development in the area would increase the overall population for exposure to aviation hazards by increasing the number of people potentially exposed. However, with adherence to applicable City, State and Federal regulations, and building codes, cumulative impacts from aviation hazards would be reduced to less than significant levels.

MITIGATION MEASURES

The following mitigation measures from the Final EIR for the Prado de Las Posas Specific Plan would be applicable to the proposed project to address potential aviation-related hazards. New information added to individual mitigation measures is highlighted in underlined text.

3-12.1 The <u>County of Ventura</u> and the project applicant will enter into an Avigational agreement indicating the existence of activities of the airport over the property.

3-12.2 The CC&Rs will incorporate conditions of the Avigational Easement.

3-12.3 The project applicant will not construct or permit the construction or growth of any structure, tree or other object that penetrates an approved, transitional, horizontal or control surface or that constitutes an obstruction to air navigation under FAA Part 77; or that obstructs or interferes with the use of the flight easements and rights of way granted or that creates electrical interference with radio communication between any installation upon the airport and aircraft; or as to make it difficult to distinguish between airport lights and other lights; or as to impair visibility in the vicinity of the airport; or as otherwise to endanger the landing, take-off or maneuvering of the aircraft.

3-12.4 The project applicant shall file a Notice of Proposed Construction and Alteration (FAA Form 7460-1) with the FAA, in accordance with FAR Part 77, prior to construction.

3-12.5 Building plans shall be submitted to the City to review their consistency with applicable aviation easements.

3-12.6 Any electronic equipment to be operated on-site that might interfere with airport operations will require a Federal Communications Commission (FCC) permit. Prospective users of such equipment would have to eliminate any interference through the use of insulation materials or other means.

The following new mitigation measure is recommended to further reduce the potential aviation-related hazards impacts associated with the proposed project.

V.B-1 Before the City issues a grading permit for the project, the project applicant shall obtain an encroachment into the avigation easement from the County of Ventura.

CONCLUSIONS

The potential aviation-related hazard impacts associated with the proposed project have been evaluated in the context of the present environmental and regulatory setting. In this context, the proposed project would not result in a significant impact. With the implementation of mitigation measures from the Final EIR to the Prado de Las Posas Specific Plan and the new measure recommended by the City, the potential impacts associated with the proposed project would be less than significant.

V. ENVIRONMENTAL IMPACT ANALYSIS
C. TRANSPORTATION AND TRAFFIC

PREVIOUS ANALYSIS AND CONCLUSIONS

The land uses within the Specific Plan area were assumed in the Final EIR for the Prado de Las Posas Specific Plan to be constructed and completed in two phases with the first phase being completed in 1995 and the second phase in 2000. The Final EIR for the Prado de Las Posas Specific Plan concluded that the Specific Plan would generate approximately 11,140 average daily vehicle trips, 435 vehicle trips during the morning peak traffic hour, and 1,100 vehicle trips during the evening peak traffic hour. The following mitigation measures were adopted to accommodate these traffic volumes.

3-2.1 In conjunction with the development of Phase I of the Prado de Las Posas Specific Plan, reconstruct Ventura Boulevard, east of Las Posas Road to project boundary, as a four-lane divided roadway and align it with the existing Las Posas Road/Ventura Boulevard West intersection. Provide dual southbound left-turn lanes on Las Posas Road, a single westbound left-turn lane on Ventura Boulevard, and an exclusive northbound right-turn lane on Las Posas Road. Install a traffic signal.

3-2.2 Dedicate the right-of-way required on Las Posas Road bordering the project for ultimate half-section widths. This will provide three travel lanes on Las Posas Road for northbound traffic.

3-2.3 Monitor future traffic volumes at the Ventura Boulevard/Project Driveway #1 intersection and prepare a detailed traffic signal warrant analysis based on actual conditions. Based upon the forecast daily traffic volumes at this intersection, a traffic signal is warranted.

3-2.4 Participate in the City of Camarillo Traffic Mitigation Fee Program.

3-2.5 Develop an internal signing and striping plan that will provide “clear signage” to service/delivery vehicles and for internal intersection controls. Install “STOP” signs and all associated pavement markings at the unsignalized egress points on Ventura Boulevard and Camarillo Center Drive to control exiting traffic.

3-2.6 Validate final plans, including landscaping plans, for adequate sight distance on Ventura Boulevard and Camarillo Center Drive, especially at driveway locations.

With these mitigation measures, the impacts associated with increased traffic generated by the Specific Plan were determined to be less than significant.

The potential impacts associated with increased traffic generated by near-term cumulative development were considered to be less than significant and no mitigation was required or recommended.

When traffic generated by the Specific Plan was added to predicted future traffic volumes in 2010, additional roadway improvements were deemed necessary to meet City standards. The following mitigation measures were adopted to address this scenario.

3-2.7 In conjunction with the development of Phase II of the Prado de Las Posas Specific Plan, extend Camarillo Center Drive west to Las Posas Road. Construct Camarillo Center Drive as a four-lane divided roadway. Restrict westbound left-turn movements on Camarillo Center Drive at its intersection with Las Posas Road and construct a southbound left-turn pocket on Las Posas Road.

3-2.8 Construct Las Posas Road bordering the project to ultimate half-section widths, providing a third northbound through lane on Las Posas Road between Camarillo Center Drive and Ventura Boulevard.

3-2.9 Provide a northbound right-turn lane on Las Posas Road/West Ventura Boulevard.

With these mitigation measures, the impacts associated with increased traffic generated by the Specific Plan in 2010 were determined to be less than significant.

The Final EIR for the Prado de Las Posas Specific Plan concluded that peak hour traffic volumes generated by the Phase I retail component of the Specific Plan would significantly impact three intersections in the vicinity of the Specific Plan site. These impacts would be reduced to less-than-significant levels by roadway and intersection improvements that had already been programmed by the City. The following roadway and intersection improvements were considered in the traffic analysis and were listed as mitigation measures in the Final EIR for the Prado de Las Posas Specific Plan.

3-2.7 In conjunction with the development of Phase II of the Prado de Las Posas Specific Plan, extend Camarillo Center Drive west to Las Posas Road. Construct Camarillo Center Drive as a four-lane divided roadway. Restrict westbound left-turn movements on Camarillo Center Drive at its intersection with Las Posas Road and construct a southbound left-turn pocket on Las Posas Road.

3-2.10 Las Posas Road: (1994-1995)

a. Widen to a total of seven lanes between Ventura and Daily.

b. Widen to three southbound lanes between Daily and Ponderosa.

c. Provide three left-turn lanes at SB Off-Ramp.

3-2.11 Carmen Drive at Ventura Boulevard: (1996, Phase I only)

a. Phase I is part of the Carmen/US 101 Interchange Reconstruction Improvements and consists of widening the eastbound approach to provide a second left-turn lane and widening the westbound approach on Ventura Boulevard to provide separate through and right-turn lanes.

b. Install a traffic signal.

c. Note: Due to the proximity of the Ventura Boulevard/US 101 SB off-ramp to the Carmen Drive/Ventura Boulevard intersection, it is recommended that the two future signals be interconnected.

3-2.12 Carmen Drive at U.S. 101 NB Ramps: (1996-1997)

a. Relocate the northbound off-ramp to a position opposite the northbound on-ramp.

b. Install a traffic signal.

With these improvements, the impacts associated with peak hour traffic generated by the Specific Plan were determined to be less than significant.

The year 2010 analysis identified roadway and intersection improvements that would be needed to accommodate the buildout of the City's General Plan. The improvements would be funded by the City's Traffic Mitigation Fee Program. With the planned improvements, acceptable levels of service would be maintained along he City's street system. The following mitigation measure was adopted to ensure that the Specific Plan development would contribute to the Traffic Mitigation Fee Program. The fees collected under this mitigation measure are in addition to the costs that would be spent on the Ventura Boulevard Realignment improvement and the Camarillo Center Drive extension.

3-2.13 Based on City of Camarillo Guidelines, the project applicant shall be expected to participate in the City's Traffic Mitigation Fee Program, established by Ordinance Number 696, to pay its "fair-share" for the cost of long-term improvements.

With this mitigation measure, the long-term impacts associated with increased traffic generated by the Specific Plan were determined to be less than significant.

Potential impacts to the US 101 Freeway were determined to be less than significant and no mitigation measures were required or recommended.

A total of six access locations were planned for the Specific Plan. These points of access are listed below:

<u>Ventura Boulevard</u>

1. Full access signalized intersection - 800 feet east of Las Posas Road

2. Right-turn in/out only driveway – 1,240 feet east of Las Posas Road

3. Full access intersection – 1,640 feet east of Las Posas Road

4. Restricted (left-turn in allowed) 2,040 feet east of Las Posas Road

Camarillo Center Drive

5. Full access – 1,640 feet east of Las Posas Road

6. Full access – 2,040 feet east of Las Posas Road

Based on the forecast of daily traffic volumes, a traffic signal was warranted at Project Driveway #1. Without the planned extension of Camarillo Center Drive, access to the Phase II component of the Specific Plan would cause potential impacts. Therefore, the following mitigation measures were adopted to ensure adequate site access.

3-2.14 Install a traffic signal at Driveway #1, which is located approximately 800 feet east of Las Posas Road.

3-2.15 In conjunction with the development of Phase II of the Prado de Las Posas Specific Plan, extend Camarillo Center Drive west to Las Posas Road. Construct Camarillo Center Drive as a four-lane divided roadway.

With these mitigation measures, the potential impacts associated with site access were determined to be less than significant.

The Final EIR for the Prado de Las Posas Specific Plan concluded that the planned circulation system within the Specific Plan was acceptable and did not create any problems. However, it recommended that an internal signing system and striping plan be developed that would provide "clear signage" for service/delivery vehicles and for internal roadways and intersection controls. The mitigation measure was adopted to implement this recommendation.

3-2.16 Develop an internal signing and striping plan that will provide "clear signage" to service/delivery vehicles and for internal intersection controls. Install "STOP" signs and all associated pavement markings at the unsignalized egress points on Ventura Boulevard and Camarillo Center Drive to control exiting traffic.

With this measure, the potential on-site circulation impacts were determined to be less than significant.

PROPOSED PROJECT

The following summarizes the information provided in the *Traffic and Circulation Study for Camarillo Promenade, Camarillo, California* prepared by Associated Transportation Engineers (ATE) and dated September 24, 2004. The Traffic and Circulation Study is included in Appendix C to this SEIR.

Environmental Setting

The proposed project site is located south of the U.S. 101 Freeway (State Route 101) and the Ventura Boulevard, west of Factory Stores Drive, east of Las Posas Road, and north of Camarillo Center Drive. Regional access to the project site is provided by State Route 101 via Las Posas Road. Surface street access to the project site is provided off of Ventura Boulevard and Camarillo Center Drive.

Existing Roadways

Freeways

State Route 101, located directly north of the project site, is a multi-lane freeway which serves as a major arterial for the City and is the principal inter-city route along this portion of the Pacific Coast. The segment of State Route 101 adjacent to the study area is 6 lanes wide. Primary access between the freeway and the project site is provided via the Las Posas Road Interchange and secondary access is provided via the Carmen Drive Interchange.

Streets and Highways

Las Posas Road, located west of the project site, is classified as a secondary arterial street north of State Route 101 and a primary arterial south of State Route 101. Las Posas Road extends westerly from Lewis Road through the residential areas in western Camarillo and then proceeds on a southerly alignment. After crossing State Route 101, Las Posas Road continues on a southerly alignment to its terminus at State Route 1, adjacent to Point Mugu State Park. Las Posas Road provides access to State Route 101 via a partial cloverleaf interchange. The existing study area intersections along Las Posas Road are controlled by traffic signals.

Daily Drive, is an east-west secondary arterial roadway which provides access to the commercial and residential areas located along the northern frontage of State Route 101, between Las Posas Road and Lewis Road. The Daily Drive intersection at Las Posas Road is controlled by traffic signals.

Ventura Boulevard, located along the northern boundary of the project site, is an east-west secondary arterial roadway. The westerly leg of Ventura Boulevard extends as a 2- to 4-lane frontage road from Las Posas Road to its terminus west of Central Avenue. The easterly leg of this roadway extends as a 4-lane frontage road from Las Posas Road to it's terminus at Lewis Road.

Camarillo Center Drive, is an east-west local roadway which provides access to the commercial and light industrial areas located adjacent to the roadway. Camarillo Center Drive extends east from Las Posas Road and terminates at Ventura Boulevard. The Camarillo Center Drive intersection at Ventura Boulevard is stop-sign controlled. The Camarillo Center Drive intersection at Las Posas Road is also stop-sign controlled.

Level of Service Analysis Criteria

Traffic flow on urban arterials is most constrained at intersections, therefore a detailed analysis of traffic flows must examine the operating conditions of critical intersections during peak travel periods. The "A" through "F" grade level of service rating system for roadways is also used to rate intersection operations. The existing levels of service were calculated using the Intersection Capacity Utilization (ICU) methodology for the signalized intersections and Highway Capacity Manual (HCM) unsignalized methodology for the stop-sign controlled intersections.

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually less at intersections because traffic flows continuously between them and only at them during the green phase. Capacity at intersections is best defined in terms of vehicles per land per hour of green. The technique used to compare the volumes and capacity of an intersection is known as ICU. ICU or volume-to-capacity ratio, usually expressed as a percentage, is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. A discussion of the ICU methodology is contained in Appendix C to this Draft EIR. Table V.C-1 lists the existing volume to capacity ratios (V/C) or vehicle delay and the Levels of Service (LOS) for each signalized intersection.

Table V.C-1
Signalized Intersection Level of Service Definitions

LOS	Delay	V/C Ratio	Definitions
A	<10.0	<0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1-20.0	0.61-0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1-35.0	0.71-0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersections without stopping.
D	35.1-55.0	0.81-0.90	Congestion becomes more noticeable. Unfavorable progression long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1-80.0	0.91-1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent.
F	>80	>1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of land groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

Source: Associated Transportation Engineers, 2004.

The HCM uses control delay to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue mover-up time, stopped delay and acceleration back to free flow speed. Table V.C-2 lists the existing V/C ratios or vehicle delay and the LOS for each unsignalized intersection.

Table V.C-2
Unsignalized Intersection Level of Service Definitions

LOS	Control Delay Seconds Per Vehicle
A	<10.0
B	10.1-15.0
C	15.1-25.0
D	25.1-35.0
E	35.1-50.0
F	>50.0

Source: Associated Transportation Engineers, 2004.

Existing Traffic Conditions

The existing (Year 2003) traffic volumes that were provided to ATE by the City of Camarillo, were collected in April of 2003. A detailed analysis of the existing traffic conditions was performed for seven study area roadways and intersections. These study area roadways and intersections, selected in conjunction with the City of Camarillo, are located in the vicinity of the project site. Four of the intersections are signalize, and three have stop sign control.

The data presented in Table V.C-3 indicates that all of the study area signalized intersections operate at LOS "C" or better during the A.M. and P.M. peak hour periods. The analysis of the Las Posas Road/State Route 101 southbound ramps/Ventura Boulevard intersection accounted for the unique lane loading of the outside through, right-turn travel lane which functions as a trap lane to the southbound on ramp. The delayed movements at the unsignalized study area intersections all operate at LOS "C" or better.

Future Traffic Conditions

The traffic volumes which will be added to the study area roadways and intersections in the near future by the approved related projects were forecast utilizing a list of approved related projects provided by the City staff. The average daily, A.M. and P.M. peak hour trips generated by the approved related projects were assigned to the study area street network based on existing traffic patterns and study area land use patterns. The traffic volumes generated by the approved related projects were added to the existing traffic volumes to provide a basis for determining project-generated impacts. Figure 4 in Appendix C illustrates the existing with approved related projects A.M. and P.M. peak hour intersection volumes.

Table V.C-3
Existing (Year 2003) Conditions

Intersection	Control	A.M. Peak Hour ICU-Delay/LOS	P.M. Peak Hour ICU-Delay/LOS
Las Posas Rd./Daily Dr.	Signal	0.64/LOS B	0.71/LOS C
Las Posas Rd./S.R. 101 NB Ramps	Signal	0.50/LOS A	0.65/LOS B
Las Posas Rd./S.R. 101 SB Ramps-Ventura Blvd.	Signal	0.51/LOS A	0.57/LOS A
Las Posas Rd./Ventura Blvd.	Signal	0.49/LOS A	0.65/LOS B
Ventura Blvd./Camarillo Outlet	Signal	0.15/LOS A	0.28/LOS A
Ventura Blvd./Factory Stores Dr. westbound left-turn: northbound approach:	Stop-Sign	 5.1 sec./LOS A 13.7 sec./LOS B	 6.9 sec./LOS A 16.8 sec./LOS C
Ventura Blvd./Camarillo Center Dr. westbound left-turn: northbound approach:	Stop-Sign	 5.1 sec./LOS A 5.5 sec./LOS A	 5.1 sec./LOS A 7.4 sec./LOS A

Source: Associated Transportation Engineers, 2004.

Brief project descriptions and trip generation summaries for the approved related projects located within the study area are presented in Table V.C-4. Trip generation for the approved related projects were developed using rates from the Camarillo Traffic Model. The data presented in Table V.C-4 indicate that the approved related projects will add 5,323 average daily trips, 516 A.M. peak hour trips and 588 P.M. peak hour trips to the City of Camarillo street network. It is recognized that the trip generation estimates noted in Table V.D-4 involves some "double counting" of trips. For example, a portion of the new employees may reside in new or existing residences in the area and their commute trips would already be counted as part of the existing or approved residential development trip generation. There may also be certain trips between commercial centers and residential developments which would be counted twice. This double counting may, however, be offset by traffic growth which occurs outside of the area examined in this study.

Planned Roadway Improvements

The following planned roadways improvements were conditioned as part of the approval of the Prado de Las Posas Specific Plan. These improvements were assumed to be in place by opening day of the project and are used to evaluate the current proposed project's effects on the adjacent roadways and intersections.

- The Las Posas Road/Daily Drive intersection will be modified. The eastbound approach will provide an exclusive left-turn, a through lane, and right-turn lane.
- The Las Posas Road/State Route 101 Northbound Off-ramp intersection will be modified. The northbound off-ramp will be widened to provide dual left-turns and an exclusive right-turn lane. The traffic signal will also be modified.

Table V.C-4
Approved Related Projects Trip Generation

Project No.	Project Name	Land Use	Size/Units	Trip Generation		
				ADT	AM Peak	PM Peak
1.	T-4103/Garnidale	Single Family	1 D.U.	13	1	1
2.	LD-289/Menta Lane	Single Family	3 D.U.	33	2	3
3.	RPD-150/Archstone	Apartments	145 D.U.	947	78	96
4.	CPD-216/Davenport	Office	39,822 S.F.	564	76	80
5.	CPD-171M/Chelsea	Commercial	6,344 S.F.	254	6	24
6.	CPD-203/Ocean Park	Hotel	117 Rooms	1,105	75	90
7.	CPD-208/Bennett	Commercial	5,069 S.F.	462	19	20
8.	CPD-214/Pt. Mugu Fed.	Office	40,000 S.F.	566	77	80
9.	IPDB351/Hales Engineering	Light Industrial	18,943 S.F.	132	17	19
10.	IPD-301/Ventura County Star	Light Industrial	99,000 S.F.	690	91	97
11.	IPD-352/Camarillo Capital	Light Industrial	79,846 S.F.	557	74	78
Totals				**5,323**	**516**	**588**

Source: Associated Transportation Engineers, 2004.

- The Las Posas Road/Ventura Boulevard intersection will be modified. The westbound approach will provide dual left-turns, a through lane, and dual right-turns. The eastbound approach will provide dual left-turns, a through lane, and a right-turn lane. The southbound approach will provide dual left-turns, two through lanes, and a right-turn lane. The northbound approach will provide a left-turn lane, 3 through lanes, and a right-turn lane.
- Las Posas Road will ultimately become a six-lane facility. The project will be required to dedicate right-of-way and construct a third through lane on Las Posas Road from Ventura Boulevard to the southern property line along the project frontage.

Environmental Impacts

Thresholds of Significance

In accordance with guidance provided in Appendix G of the State CEQA Guidelines, the proposed project could have a potentially significant impact if it were to result in one or more of the following:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways.

- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- Result in inadequate emergency access.
- Result in inadequate parking capacity.
- Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

The City of Camarillo's traffic impact thresholds were used to assess the significance of traffic impacts generated by the project. According to the City of Camarillo's traffic threshold criteria, project impacts are significant and must be mitigated if they exceed the threshold criteria listed in Table V.C-5. Although the City of Camarillo's General Plan does allow Level of Service D (0.80-0.83) for short periods of time during peak hour periods, mitigation measures must provide a level of service equal to or better than base conditions (existing with approved related projects scenario).

Table V.C-5
City of Camarillo Intersection Threshold Criteria

Existing + Approved Related Projects + Project Level of Service	Critical Project-Added Peak Hour Trips	
LOS D	30	Trips
LOS E	20	Trips
LOS F	10	Trips
Source: Associated Transportation Engineers, 2004.		

Project Impacts

Proposed Project Trip Generation

The average daily, A.M. and P.M. peak hour trip generation estimates calculated for the proposed project are shown below in Table V.C-6. These estimates are based on the trip generation rates used locally and suggested by City staff. An adjustment factor was applied to the trip generation rates to account for "pass-by" trips. The "pass-by" rate for the proposed land use is based on rates taken from the Institute of Transportation Engineers (ITE), *Trip Generation*, 6th Edition.

The proposed project would generate a total of 8,535 average daily trips, 179 A.M. peak hour trips and 800 P.M. peak hour trips. A total of 2,560 average daily trips, 54 A.M. peak hour trips and 240 P.M. peak hour trips would come from the existing traffic stream on State Route 101. Approximately 5,975 average daily trips, 125 A.M. peak hour trips and 560 P.M. peak hour trips would be primary trips to the adjacent street network.

Table V.C-6
Project Trip Generation

Land Use	Size	ADT		A.M. Peak Hour			P.M. Peak Hour		
					Trips			Trips	
		Rate	Trips	Rate	Entering	Exiting	Rate	Entering	Exiting
Life Style Center	242,474 SF	35.20	8,535	0.74	114	65	3.30	400	400
Less Pass-by Trips (30%):			-2,560		-34	-20		-120	-120
Project Primary Trips:			5,975		80	45		280	280
Source: Associated Transportation Engineers, 2004.									

The average daily A.M. and P.M. peak hour trips were distributed onto the study area street network according to the percentages listed in Table V.C-7. These percentages, developed in concert with City staff, were formulated based on a general knowledge of the population, employment, and commercial centers in the Camarillo area. The estimated direction trip distributions for the project are as follows: 28 percent east, 30 percent west, 17 percent north, 10 percent south, and 15 percent east-west.

Table V.C-7
Project Trip Distribution

Route	Origin/Destination	Percent
State Route 101	East	25%
	West	30%
Las Posas Road		
n/o Daily Drive	North	17%
s/o Ventura Boulevard	South	10%
Daily Drive		
e/o Las Posas Road	East	3%
Ventura Boulevard	East-West	15%
Total		**100%**
Source: Associated Transportation Engineers, 2004.		

Project Intersection Impacts

Levels of service for the study area intersections were calculated assuming the existing conditions were added to the approved related projects and the proposed project A.M. and P.M. peak hour volumes. Tables V.C-8 and V.C-9 presents the results of the calculations and identifies project-specific intersection impacts based on the City's impact criteria. Worksheets showing the level of service calculations are contained in Appendix C to this Draft EIR.

Table V.C-8
Existing Conditions With Approved Related Projects and Proposed Project
A.M. Peak Hour Conditions

Intersection	Existing + Approved Related Projects		Existing + Approved Related Projects + Project		Critical Trips	Impact
	ICU-Delay	LOS	ICU-Delay	LOS		
Las Posas Rd./Daily Dr.	0.74	LOS C	0.74	LOS C	12	NO
Las Posas Rd./S.R. 101 NB Ramps	0.53	LOS A	0.49	LOS A	26	NO
Las Posas Rd./S.R. 101 SB Ramps-Ventura Blvd.	0.56	LOS A	0.57	LOS A	23	NO
Las Posas Rd./Ventura Blvd.	0.50	LOS A	0.51	LOS A	5	NO
Ventura Blvd./Camarillo Outlet	0.15	LOS A	0.15	LOS A	N/A	NO
Las Posas Blvd./Camarillo Center Dr.[a] southbound left-turn: eastbound approach:	 N/A	 N/A	 9.2 sec. 13.5 sec.	 LOS A LOS B	N/A	NO
Ventura Blvd./Factory Stores[a] westbound left-turn: northbound approach:	 5.1 sec. 13.7 sec.	 LOS A LOS B	 5.1 sec. 13.8 sec.	 LOS A LOS B	N/A	NO
Ventura Blvd./Camarillo Center Dr.[a] westbound left-turn: northbound approach:	 5.1 sec. 5.5 sec.	 LOS A LOS A	 5.1 sec. 5.6 sec.	 LOS A LOS A	N/A	NO

[a] *Unsignalized intersection. LOS based on average delay per vehicle.*
Source: Associated Transportation Engineers, 2004.

The data presented in Tables V.C-8 and V.C-9 indicates that the proposed project would not have a significant impact at study area intersections. Furthermore, the delayed movements at the unsignalized study area intersections will continue to operate at LOS "C" or better.

The *Traffic and Circulation Study for Camarillo Promenade, Camarillo, California* also calculated the average daily and peak hour traffic volumes that would be generated by the entire amended Prado de Las Posas Specific Plan. The entire amended Specific Plan would generate approximately 8,325 average daily trips. 337 morning peak hour, and 833 evening peak hour trips that would be new to the adjacent street network. According to Apppendix C to this SEIR, the new vehicle trips would not cause a significant impact to any of the study area intersections. In addition, the the traffic volumes estimated for the amended Specific Plan would be less than those originally estimated for the Specific Plan in the Final EIR for the Prado de Las Posas Specific Plan.

Site Access and Circulation

The proposed project would provide driveway access along Ventura Boulevard and Camarillo Center Drive. Three driveways along Ventura Boulevard would provide access to the proposed project site. One

driveway along Ventura Boulevard will provide full access to the proposed project site, the remaining driveways will be restricted to right-turns in and right-turns out only. Two driveways are proposed along Camarillo Center Drive. Figure 9 in Appendix C to this Draft EIR illustrates the project driveway traffic volumes.

Table V.C-9
Existing Conditions With Approved Related Projects and Proposed Project
P.M. Peak Hour Conditions

Intersection	Existing + Approved Related Projects		Existing + Approved Related Projects + Project		Critical Trips	Impact
	ICU-Delay	LOS	ICU-Delay	LOS		
Las Posas Rd./Daily Dr.	0.84	LOS D	0.82	LOS D	15	NO
Las Posas Rd./S.R. 101 NB Ramps	0.69	LOS B	0.72	LOS C	122	NO
Las Posas Rd./S.R. 101 SB Ramps-Ventura Blvd.	0.60	LOS A	0.67	LOS B	102	NO
Las Posas Rd./Ventura Blvd.	0.61	LOS B	0.74	LOS B	226	NO
Ventura Blvd./Camarillo Outlet	0.29	LOS A	0.29	LOS A	N/A	NO
Las Posas Blvd./Camarillo Center Dr.[a] southbound left-turn: eastbound approach:	 N/A	 N/A	 14.8 sec. 13.2 sec.	 LOS B LOS B	N/A	NO
Ventura Blvd./Factory Stores[a] westbound left-turn: northbound approach:	 6.9 sec. 16.8 sec.	 LOS A LOS C	 7.0 sec. 17.1 sec.	 LOS A LOS C	N/A	NO
Ventura Blvd./Camarillo Center Dr.[a] westbound left-turn: northbound approach:	 5.1 sec. 7.4 sec.	 LOS A LOS A	 5.1 sec. 7.5 sec.	 LOS A LOS A	N/A	NO

[a] *Unsignalized intersection. LOS based on average delay per vehicle.*
Source: Associated Transportation Engineers, 2004.

The driveways would be designed to provide for safe and efficient access and egress. Adequate spacing between driveways would be provided in accordance with City standards to allow for left-turn storage. New driveways would be aligned opposite any existing or new driveways. In addition to the driveways along Ventura Boulevard and Camarillo Center Drive, cross-access between the existing Camarillo Premium Outlets and the Camarillo Promenade would also be provided.

Parking

The proposed project is required by the City of Camarillo Municipal Code to meet the following off-street parking requirements for commercial uses:

- General retail and service commercial uses shall provide one space for each two hundred fifty square feet of gross floor area.
- Restaurants and cocktail lounges or other types including drive-ins, drive-through or take-out, or any combination thereof:
  - ◊ One parking space for each three fixed seats or for each forty-five square feet available for seating whichever is greater, plus
  - ◊ One parking space for each one hundred square feet of noncustomer area including storage areas and utility space.
  - ◊ In no event shall less than ten parking spaces be provided regardless of the number of fixed seats, dining area, noncommercial area or number of employees.
  - ◊ Restaurant in line located in retail centers containing a minimum of seventy thousand square feet of floor area shall comply with the following standards:
    - Restaurants in line which occupy up to ten percent of the floor area of the retail center, excluding free-standing restaurants, shall provide a minimum of one parking space for each two hundred fifty square feet of gross floor area,
    - All freestanding restaurants and any in-line restaurant occupying in excess of ten percent of the total floor area of the center shall provide parking in accordance with subsection C(4) of this section,
    - As a result of these provisions, existing retail centers may not add floor area for new buildings or additions except for service areas not accessible to the public unless in compliance with the parking provisions for all uses included in subsection C(4)(a) through (c) of this section for restaurants.
- Notwithstanding the foregoing, the planning commission may increase the number of parking spaces required in order to provide adequate off-street parking in accordance with the needs being indicated by the proposed uses or the mixture of uses proposed within a commercial complex even if the number exceeds the minimum ordinance standards of the parking provisions where customers are intended to be served by the proposed use. (Ord. 833 § 2, 1995; Ord. 808 § 1, 1994; Ord. 635 §§ 3, 4, 1987; Ord. 288 (part), 1975: prior code § 9508(F).)

The proposed project would include a parking lot with 440 parking spaces for restaurant uses, and 852 parking spaces for retail uses for a total of 1,416 parking spaces. The proposed project would provide onsite parking in compliance with City code requirements. Therefore, parking demand would not exceed the amount of parking provided by the project. As such, no parking deficiency is anticipated and parking impacts associated with the proposed project would be less than significant.

Signal Warrant Analysis

The Ventura Boulevard/Factory Stores Road, Ventura Boulevard/Camarillo Outlet Driveway, Ventura Boulevard/Camarillo Center Drive and Ventura Boulevard/Project driveway were evaluated to determine if the existing or forecasted volumes meet the Caltrans peak hour volume warrant. It should be noted that per Caltrans guidelines, satisfaction of a warrant is not necessarily justification for a signal. Delay, congestion, confusion or other evidence of the need for right-of-way assignment must be shown. The warrants are aids for determining whether a traffic signal should be considered. They do not establish thresholds above which traffic signals must be installed. Rather, they establish minimum thresholds below which traffic signals should not be installed.

Further, there are advantages and disadvantages to be weighed when considering the installation of traffic signals. Advantages include the potential to improve the orderly movement of traffic, the allowance of pedestrian and side street traffic to enter or cross heavy major street traffic flows, and the reduction in certain accident types (right angle or left turn for example). Disadvantages include possible increases in delay, reduced freedom of drivers to control their own progress (possible unnecessary driver frustration and excessive traffic signal violations), diversion of traffic (possibly through neighborhoods) to avoid increased delays at signals, increases in certain types of accidents (primarily rear end), and the cost of installation and ongoing maintenance. The following text presents the results of the traffic signal warrant analyses and recommendations for each of the unsignalized intersections located in the vicinity of the project.

- **Ventura Boulevard/Factory Stores Road**: The existing traffic volumes do not satisfy the peak hour volume warrant. The forecasted traffic volumes do not satisfy the Caltrans peak hour volume warrant.
- **Ventura Boulevard/Camarillo Center Drive**: The existing traffic volumes do not satisfy the Caltrans the peak hour volume warrant. With the addition of traffic generated by the approved related projects, the peak hour volume is satisfied.
- **Ventura Boulevard/Project Main Driveway**: The forecasted traffic volumes do not satisfy the Caltrans peak hour volume warrant.

County General Plan Consistency

The City of Camarillo and Ventura County have executed a "Reciprocal Traffic Mitigation Agreement" where in the City and the County agree that a pro-rata share of the cost of mitigation fees will be collected by each agency for identified traffic impacts in the other jurisdiction. The project would be consistent with the Ventura County General Plan by complying with the terms of the agreement between the City of Camarillo and Ventura County.

CUMULATIVE IMPACTS

The analysis of traffic impacts considers the effects of both background growth in the region and the Related Projects listed in Section II.B of this EIR. Consequently, impacts of cumulative growth are already incorporated into the traffic model and are equivalent to those indicated for the "Existing Conditions With Approved Related Projects and Proposed Project" condition discussed previously in this EIR section. Under the cumulative traffic, without the project, condition study area intersections would operate at LOS D or better during both of the peak-hour periods. With the addition of the project traffic, peak-hour conditions would not change or would change only nominally and would continue to operate at LOS D or better. However, traffic generated by the proposed project incrementally contributes to the cumulative traffic on the regional street system.

MITIGATION MEASURES

The following mitigation measures from the Final EIR for the Prado de Las Posas Specific Plan would be applicable to the proposed project to address potential transportation and traffic-related impacts. New information added to individual mitigation measures is highlighted in underlined text.

3-2.2 Dedicate the right-of-way required on Las Posas Road bordering the project for ultimate half-section widths. This will provide three travel lanes on Las Posas Road for northbound traffic.

3-2.4 Participate in the City of Camarillo Traffic Mitigation Fee Program.

3-2.5 Develop an internal signing and striping plan that will provide "clear signage" to service/delivery vehicles and for internal intersection controls. Install "STOP" signs and all associated pavement markings at the unsignalized egress points on Ventura Boulevard and Camarillo Center Drive to control exiting traffic.

3-2.6 Validate final plans, including landscaping plans, for adequate sight distance on Ventura Boulevard and Camarillo Center Drive, especially at driveway locations.

3-2.8 Construct Las Posas Road bordering the project to ultimate half-section widths, providing a third northbound through lane on Las Posas Road between Camarillo Center Drive and Ventura Boulevard.

3-2.9 Provide a northbound right-turn lane on Las Posas Road/West Ventura Boulevard.

3-2.13 Based on City of Camarillo Guidelines, the project applicant shall be expected to participate in the City's Traffic Mitigation Fee Program, established by Ordinance Number 696, to pay its "fair-share" for the cost of long-term improvements.

3-2.14 Install a traffic signal at Driveway #1, which is located approximately 800 feet east of Las Posas Road. The developer shall design the signal before the City issues a grading permit and the signal shall be installed before occupancy.

3-2.16 Develop an internal signing and striping plan that will provide "clear signage" to service/delivery vehicles and for internal intersection controls. Install "STOP" signs and all associated pavement markings at the unsignalized egress points on Ventura Boulevard and Camarillo Center Drive to control exiting traffic.

The following new mitigation measures are recommended by City staff to further reduce the potential transportation and traffic-related impacts associated with the proposed project.

V.C-1 The project developer shall post securities for the design and installation of a traffic signal on Ventura Boulevard at Factory Outlet Drive. Within one year following occupancy, a signal warrant study for the intersection shall be performed. If signal warrants are met, the developers shall design and install the traffic signal at this location. If a signal is not warranted within one year, the City will continue to monitor the intersections. When warrants are met, the developers shall design and install the traffic signal.

V.C-2 The project developer shall post securities for the design and installation of a traffic signal on Ventura Boulevard at Camarillo Center Drive. Within one year following occupancy, a signal warrant study for the intersection shall be performed. If signal warrants are met, the developers shall design and install the traffic signal at this location. If a signal is not warranted within one year, the City will continue to monitor the intersections. When warrants are met, the developers shall design and install the traffic signal.

V.C-3 Before the City issues a grading permit for the project, the developer shall design a traffic signal interconnect between the existing and proposed traffic signals along Ventura Boulevard between Las Posas Road and Granada Street. The developer shall install the traffic signal before occupancy of the project.

V.C-4 Before the City issues a grading permit for the project, the developer shall design and prior to occupancy the developer shall re-stripe the intersection of Daily Drive and Las Posas Road to provide separate left, through, and right-turn lanes eastbound on Daily Drive.

V.C-5 Before the City issues a grading permit for the project, the developer shall design and prior to occupancy the developer shall widen the U.S. 101 northbound off-ramp at Las Posas Road to provide dual-left and separate right-turn lanes, and modify the traffic signal.

CONCLUSIONS

The potential transportation and traffic-related impacts associated with the proposed project have been evaluated in the context of the present environmental and regulatory setting. In this context, the proposed project would not result in a significant impact. With the implementation of mitigation measures from the Final EIR to the Prado de Las Posas Specific Plan and new measures recommended by the City, the potential impacts associated with the proposed project would continue to be less than significant.

V. ENVIRONMENTAL IMPACT ANALYSIS
D. AIR QUALITY

PREVIOUS ANALYSIS AND CONCLUSIONS

The Final EIR for the Prado de Las Posas Specific Plan concluded that temporary air quality impacts may occur during the site preparation and construction activities required to build the land uses proposed under the Specific Plan. The major sources of emissions during this phase include construction equipment, mobile sources such as trucks and construction worker vehicles, and fugitive dust generated during grading operations. The fugitive dust emissions were considered to create a significant short-term impact. The emissions generated by mobile construction equipment would not threaten local attainment of clean air standards.

The following mitigation measures were adopted to reduce the emissions of fugitive dust generated during grading and construction activities for all projects within the Specific Plan site.

3-3.1 All active portions of construction sites, earthen access roads, and material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice a day with complete coverage, preferably in the late morning and after work is done for the day. Where feasible, reclaimed water shall be used.

3-3.2 All clearing, grading, earth moving, or excavation activities shall cease during periods of winds greater than 20 miles per hour average over one hour.

3-3.3 All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.

3-3.4 The area disturbed by clearing, earth moving, or excavation activities shall be minimized at all times. This can be accomplished my mowing instead of disking for weed control, and seeding and watering inactive portions of the construction site until grass growth is evident.

3-3.5 Construction site vehicle speed on unpaved areas shall be limited to 15 miles per hour.

3-3.6 Soil binders shall be used to stabilize loose soil.

3-3.7 Streets adjacent to the project site shall be swept as needed to remove silt which may have accumulated from construction activities.

3-3.8 Ground cover shall be planted and roadways paved as soon as practicable in the construction process.

The following mitigation measures were adopted to reduce the emissions generated by mobile sources during construction for all projects within the Specific Plan site.

3-3.9 All internal combustion engine driven equipment shall be properly maintained and well tuned according to the manufacturer's specifications.

3-3.10 When available, diesel powered or electric equipment shall be utilized in lieu of gasoline powered engines.

3-3.11 Ridesharing for the construction crew shall be supported and encouraged.

With these mitigation measures, the temporary construction-related air quality impacts associated with the Specific Plan were determined to be less than significant.

The land uses within the Specific Plan area were assumed in the Air Quality section of the Final EIR for the Prado de Las Posas Specific Plan to be constructed and completed in two phases with the first phase being completed in 1995 and the second phase in 2000. The average daily emissions of reactive organic compounds (ROC) and nitrogen oxides (NOx) predicted using the methodologies recommended in 1995 are identified in Table V.D-1. The thresholds of significance used in the analysis were 25 pounds per day of either ROC or NOx. Because the average daily emissions exceeded these thresholds, daily operational impacts were determined to be significant prior to mitigation.

Table V.D-1
Estimated Daily Operational Emissions
from the Prado de Las Posas Specific Plan Final EIR

Land Use	Emissions in Pounds per Day	
	ROC	NOx
Year 1995 – Phase I		
Village Commercial	166	251
Year 2000 – Phases I & II		
Village Commercial	146	235
Research & Development	12	18
Golf Course	2	4
Total Specific Plan Emissions	160	256

Source: The Planning Center. January 1995. Final Environmental Impact Report for the Prado de Las Posas Specific Plan. Page 104.

The following mitigation measures were adopted to reduce the long-term air quality impacts associated with the Specific Plan project.

3-3.12 Energy Efficiency

- Use building materials that do not require use of paints and solvents such as wood molding and trim products and pre-primed wallboard.

- Require recycling bins in addition to trash bins and contract for recycling services.
- Increase walls and ceiling insulation beyond Title 24 requirements.
- Use of shade trees to reduce building and parking lot heat.
- Landscaping to include water efficient plant species and irrigation to reduce water consumption and provide passive solar benefits.
- Use energy efficient and automated controls for air conditioners.
- Use energy efficient low sodium parking lot lights.
- Use lighting controls and energy efficient lighting.
- Low-polluting and high-efficiency appliances shall be installed wherever possible.

3-3.13 Provide preferential parking spaces for carpools and vanpools, similar to handicapped vehicle provisions.

3-3.14 Design ingress and egress points to minimize idling vehicle emissions.

3-3.15 Provide transit shelters, on-site bicycle parking facilities and other bicycle amenities to encourage alternative transportation modes.

3-3.16 Schedule deliveries and other truck trips for of-peak traffic hours.

3-3.17 Contact local transit agencies to determine bus routing adjacent to the site and bus stop turnout requirements before project designs are finalized.

3-3.18 All traffic flow improvements suggested in the traffic section shall be implemented to reduce exhaust emissions.

3-3.19 The development shall agree to participate in a Transportation Management Organization (TMO), such as the one proposed for the Airport North Specific Plan area.

3-3.20 Contributions to an off-site [Transportation Demand Management] TDM fund shall be made to reduce the impact of air pollutant emissions associated with the project. The following contributions are based on the preliminary project design, prior to mitigation with the exception of mitigation 3-3.19 above, and representing worst-case conditions. The fund contribution should be re-evaluated when detailed plans are established.

Village Commercial and Research & Development

Year 1 - $583,546.00

Year 2 - $606,888.00

Year 3 - $631,163

Golf Course

Year 1 - $8,965.00

Year 2 - $9,324.00

Year 3 - $9,697.00

With these mitigation measures, the long-term operational air quality impacts associated with the Specific Plan were determined to be less than significant.

The Final EIR for the Prado de Las Posas Specific Plan concluded that localized concentrations of carbon monoxide (CO) adjacent to intersections in the vicinity of the Specific Plan site could exceed national and state 8-hour standards for this pollutant. Implementation of mitigation measures 3-3.13, 3-3.15, 3-3.16, 3-3.17, 3-3.18, 3-3.19, and 3-3.0 would reduce the localized CO levels at these intersections. No mitigation was available, however, that would reduce this impacts to a less-than-significant level.

The Specific Plan was also determined to be consistent with the Air Quality Management Plan for Ventura County.

PROPOSED PROJECT

Environmental Setting

Air Quality Background

The City of Camarillo is located within the South Central Coast Air Basin (Basin), includes all of Ventura, Santa Barbara, and San Luis Obispo Counties. The regional climate within the Basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes, and moderate humidity. The air quality within the Basin is primarily influenced by a wide range of emissions sources—such as dense population centers, heavy vehicular traffic, and industry—and meteorology.

Air pollutant emissions within the Basin are generated by stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at an identified location and are usually associated with manufacturing and industry. Examples are boilers or combustion equipment that produces electricity or generates heat. Area sources are widely distributed and produce many small emissions. Examples of area sources include residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and consumer products such as barbeque lighter fluid and hair spray. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, agricultural equipment, racecars, and self-propelled construction equipment. Mobile sources account for the majority of the air pollutant emissions within the Basin. Air pollutants can also be generated by the

natural environment such as when fine dust particles are pulled off the ground surface and suspended in the air during high winds.

Both the federal and State governments have established ambient air quality standards for outdoor concentrations of various pollutants in order to protect public health. The federal and State standards have been set at levels which concentrations could be generally harmful to human health and welfare, and to protect the most sensitive persons from illness or discomfort with a margin of safety. Applicable standards are identified below in this EIR section.

The air pollutants for which national and state standards have been promulgated and which are most relevant to air quality planning and regulation in the Basin include ozone, carbon monoxide (CO), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), sulfur dioxide (SO_2), and lead. In addition, toxic air contaminants are of concern in the Basin. Each of these is briefly described below.

- *Ozone* is a gas that is formed when reactive organic compounds (ROC) and nitrogen oxides (NOx)—both byproducts of internal combustion engine exhaust—undergo slow photochemical reactions in the presence of sunlight. Ozone concentrations are generally highest during the summer months when direct sunlight, light wind, and warm temperature conditions are favorable.
- *Carbon Monoxide* is a colorless, odorless gas produced by the incomplete combustion of fuels. CO concentrations tend to be the highest during the winter morning, with little to no wind, when surface-based inversions trap the pollutant at ground levels. Because CO is emitted directly from internal combustion engines—unlike ozone—and motor vehicles operating at slow speeds are the primary source of CO in the Basin, the highest ambient CO concentrations are generally found near congested transportation corridors and intersections.
- *Respirable Particulate Matter* (PM_{10}) and *Fine Particulate Matter* ($PM_{2.5}$) consists of extremely small, suspended particles or droplets 10 microns and 2.5 microns or smaller in diameter. Some sources of particulate matter, like pollen and windstorms, are naturally occurring. In agricultural areas such as Ventura County, large amount of airborne particulates are generated by plowing and other field work. However, in populated areas, most particulate matter is caused by road dust, diesel soot, combustion products, abrasion of tires and brakes, and construction activities.
- *Sulfur dioxide* is a colorless, extremely irritating gas or liquid. It enters the atmosphere as a pollutant mainly as a result of burning high sulfur-content fuel oils and coal, and from chemical processes occurring at chemical plants and refineries.
- *Lead* occurs in the atmosphere as particulate matter. The combustion of leaded gasoline is the primary source of airborne lead in the Basin. The use of leaded gasoline is no longer permitted for on-road motor vehicles so most such combustion emissions are associated with off-road vehicles such as racecars. Other sources of lead include the manufacturing and recycling of batteries, paint, ink, ceramics, ammunition, and secondary lead smelters.
- *Toxic Air Contaminants* 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.

Regulatory Setting

Air quality within the Basin is addressed through the efforts of various federal, state, regional, and local government agencies. These agencies work jointly, as well as individually, to improve air quality through legislation, regulations, planning, policy-making, education, and a variety of programs. The agencies responsible for improving the air quality within the Basin are discussed below.

Federal

The U.S. Environmental Protection Agency (U.S. EPA) is responsible for setting and enforcing the federal ambient air quality standards for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The U.S. EPA also has jurisdiction over emissions sources outside state waters (outer continental shelf), and establishes various emissions standards for vehicles sold in states other than California.

As part of its enforcement responsibilities, the U.S. EPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP) that demonstrates the means to attain the federal standards. The SIP must integrate federal, state, and local plan components and regulations to identify specific measures to reduce pollution, using a combination of performance standards and market-based programs within the timeframe identified in the SIP.

State

The California Air Resources Board (ARB), a part of the California Environmental Protection Agency, is responsible for the coordination and administration of both federal and State air pollution control programs within California. In this capacity, the ARB conducts research, sets California Ambient Air Quality Standards, compiles emission inventories, develops suggested control measures, provides oversight of local programs, and prepares the SIP. The ARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and barbecue lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions.

In 1998, following a 10-year scientific assessment process, the ARB identified particulate matter from diesel-fueled engines as a toxic air contaminant. The ARB has since addressed this issue by preparing and approving the *Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles* (approved on September 28, 2000). This plan represents the State's comprehensive plan to substantially reduce diesel particulate emissions throughout the state. The plan contains the following three components:

1) New regulatory standards for all new on-road, off-road, and stationary diesel-fueled engines and vehicles to reduce diesel particulate emissions by about 90 percent overall from current levels;
2) New retrofit requirements for existing on-road, off-road, and stationary diesel-fueled engines and vehicles where determined to be technically feasible and cost effective; and
3) New Phase 2 diesel fuel regulations to reduce the sulfur content levels of diesel fuel to no more than 15 parts per million to provide the quality of diesel fuel needed by the advanced diesel particulate emission controls.

Regional

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. To that end, the VCAPCD, a regional agency, works directly with the Southern California Association of Governments (SCAG), the Ventura County Transportation Commission, and local governments, and cooperates actively with all State and federal government agencies. The VCAPCD develops rules and regulations, establishes permitting requirements, inspects emissions sources, and enforces such measures though educational programs or fines, when necessary.

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 in 1997. This AQMP, referred to as the 1997 AQMP Revision, 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. A proposed 2004 AQMP Revision is currently available for public review.

The future air quality levels projected in the 1997 AQMP Revision 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.

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 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 Basin. 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 VCAPCD intends that by providing this guidance, the air quality impacts of plans and development proposals will be analyzed accurately and consistently throughout the County, and adverse impacts will be minimized.

Local

Local jurisdictions, such as the City of Camarillo, have the authority and responsibility to reduce air pollution through its police power and decision-making authority. Specifically, the City is responsible for the assessment and mitigation of air emissions resulting from its land use decisions. The City of Camarillo is also responsible for the implementation of transportation control measures as outlined in the AQMP. Examples of such measures include bus turnouts, energy-efficient streetlights, and synchronized traffic signals.

In accordance with CEQA requirements and the CEQA review process, the City assesses the air quality impacts of new development projects, requires mitigation of potentially significant air quality impacts by conditioning discretionary permits, and monitors and enforces implementation of such mitigation. The City does not, however, have the expertise to develop plans, programs, procedures, and methodologies to ensure that air quality within the City and region will meet federal and state standards. Instead, the City relies on 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.

Existing Regional Air Quality

The average daily emissions inventory for the entire Basin and the Ventura County portion of the Basin is summarized in Table V.D-2. As shown, exhaust emissions from mobile sources generate the majority of ROC, NOx, and CO in the Basin and Ventura County.

Measurements of ambient concentrations of the criteria pollutants are used by the U.S. EPA and the ARB to assess and classify the air quality of each regional air basin, county, or, in some cases, a specific urbanized area. The classification is determined by comparing actual monitoring data with national and state standards. If a pollutant concentration in an area is lower than the standard, the area is classified as being in "attainment" for that pollutant. If the pollutant concentration exceeds the standard, the area is classified as a "nonattainment" area. If there are not enough data available to determine whether the standard is exceeded in an area, the area is designated "unclassified."

The U.S. EPA and the ARB use different standards for determining whether and air basin or county is an attainment area. Under national standards, Ventura County is currently classified as a severe nonattainment area for 1-hour ozone concentrations and a moderate nonattainment area for 8-hour ozone

concentrations. Ventura County is in attainment or designated as unclassified for all other pollutants under national standards.

Table V.D-2
2003 Estimated Average Daily Emissions

Emissions Source	Emissions in Tons Per Day					
	ROC	CO	NOx	SOx	PM_{10}	$PM_{2.5}$
South Central Coast Air Basin						
Stationary Sources	32.7	23.3	18.3	14.2	3.4	2.3
Area-Wide Sources	34.4	104.3	4.7	0.1	69.1	25.6
Mobile Sources	53.7	453.8	89.6	1.8	4.4	3.5
Total Emissions	120.7	581.4	112.5	16.1	76.9	31.4
Ventura County						
Stationary Sources	13.51	11.61	6.55	0.40	1.13	0.91
Area-Wide Sources	14.39	35.48	1.97	0.04	23.18	8.31
Mobile Sources	25.32	202.09	50.03	7.09	2.89	2.42
Total Emissions	53.22	249.18	58.54	7.53	27.20	11.64

Source: California Air Resources Board, January 2005.

Under state standards, Ventura County is designated as a nonattainment area for ozone, PM_{10}, $PM_{2.5}$, and an attainment area for all other pollutants.

Existing Local Air Quality

The VCAPCD monitors ambient air pollutant concentrations through a series of monitoring stations located throughout the County. These stations are located in Thousand Oaks, El Rio, Ventura (two stations), Piru, Ojai, Simi Valley, and on Anacapa Island. In addition, the ARB operated a monitoring station in western Ventura County. The closest monitoring station to the City of Camarillo and most representative of the ambient air quality in the City is the El Rio station.

Table V.D-3 identifies the national and state ambient air quality standards for relevant air pollutants along with the ambient pollutant concentrations that have been measured at the El Rio monitoring station through the period of 2002 to 2004.

Existing uses surrounding the proposed project site consist of commercial and light industrial uses, undeveloped properties, Camarillo Airport, and the Ventura Freeway. Air pollutant emissions are generated in the local vicinity by stationary and area-wide sources, such as space and water heating, landscape maintenance from leaf blowers and lawn mowers, consumer products, and mobile sources, primarily automobile traffic. Motor vehicles and ships are the primary source of pollutants in the local vicinity.

Table V.D-3
Summary of Ambient Air Quality in the Project Vicinity

Emissions Source	Year		
	2002	2003	2004
Ozone			
Maximum 1-hour concentration measured	0.086 ppm	0.081 ppm	0.084 ppm
Days exceeding national 0.12 ppm 1-hour standard	0	0	0
Days exceeding State 0.09 ppm 1-hour standard	0	0	0
Maximum 8-hour concentration	0.067 ppm	0.071 ppm	0.079 ppm
Days exceeding national 0.08 ppm 8-hour standard	0	0	0
Respirable Particulate Matter (PM_{10})			
Maximum 24-hour concentration measured	100.4 $\mu g/m^3$	127.2 $\mu g/m^3$	59.3 $\mu g/m^3$
Days exceeding national 150 $\mu g/m^3$ 24-hour standard	0	0	0
Days exceeding State 50 $\mu g/m^3$ 24-hour standard	2	5	1
Fine Particulate Matter ($PM_{2.5}$)			
Maximum 24-hour concentration measured	29.4 $\mu g/m^3$	81.7 $\mu g/m^3$	28.2 $\mu g/m^3$
Days exceeding national 65 $\mu g/m^3$ 24-hour standard	0	1	0
Carbon Monoxide (CO)			
Maximum 8-hour concentration measured	1.23 ppm	3.50 ppm	1.52 ppm
Days exceeding national & State 9.0 ppm 8-hour standard	0	0	0
Nitrogen Dioxide (NO_2)			
Maximum 1-hour concentration measured	0.048 ppm	0.057 ppm	0.063 ppm
Days exceeding State 0.25 ppm 1-hour standard	0	0	0
AAM	0.010 ppm	0.011 ppm	0.011 ppm
Does measured AAM exceed national 0.0534 ppm standard?	No	No	No

Note: *ppm = parts per million by volume*
$\mu g/m^3$ = micrograms per cubic meter
AAM = annual arithmetic mean

Source: California Air Resources Board, January 2005.

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed national and/or state standards for CO are termed CO "hotspots." The VCAPCD considers CO as a localized problem requiring additional analysis when a project is likely to subject sensitive receptors to CO hotspots. Land uses such as primary and secondary schools, hospitals, and convalescent homes are considered to be sensitive receptors 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 VCAPCD recommends the use of CALINE4, a dispersion model for predicting CO concentrations, as the preferred method of estimating pollutant concentrations at sensitive receptors near congested roadways and intersections. For each intersection analyzed, CALINE4 adds roadway-specific CO emissions calculated from peak-hour turning volumes to ambient CO air concentrations. For this analysis, localized CO concentrations were calculated based on a simplified CALINE4 screening procedure developed by the Bay Area Air Quality Management District and accepted by the VCAPCD. The simplified procedure is intended as a screening analysis, which identifies a potential CO hotspot. This methodology assumes worst-case conditions and provides a screening of maximum, worst-case CO concentrations. However, the emission factors used in the analysis have been updated to EMFAC 2002 by the EIR consultant.[1]

Maximum existing 8-hour CO concentrations for several of the intersections included in the project traffic analysis that would be most affected by the traffic generated by the proposed project and cumulative development. The results of these calculations are presented in Table V.D-4 for representative receptor locations at 25, 50, and 100 feet from each roadway. The national 1-hour ambient air quality standard is 35.0 ppm and the State 1-hour ambient air quality standard is 20.0 ppm. The 8-hour national and state ambient air quality standard is 9.0 ppm.

Table V.D-4
Existing Localized Carbon Monoxide Concentrations

Intersection	CO Concentrations in Parts Per Million		
	25 Feet	50 Feet	100 Feet
Ventura Boulevard & Camarillo Center Drive	3.2	3.2	3.2
Las Posas Road & Ventura Boulevard	3.8	3.6	3.4
Las Posas Road & Daily Drive	4.0	3.8	3.5

Note: *National 1-hour standard is 35.0 ppm*
State 1-hour standard is 20.0 ppm
National and state standard is 9.0 ppm

Source: *Christopher A. Joseph & Associates, 2005. Calculation sheets are provided in Appendix D. Based on year 2004 emission factors.*

[1] *The emission factors used in the BAAQMD's localized CO screening procedure are based on EMFAC7G, which is out of date by several years and has been superceded by newer emission factor models, the current version of which is EMFAC 2002.*

As shown in Table V.D-4, under worst-case conditions, existing CO concentrations near all of the study-area intersections do not exceed national or state ambient air quality standards. Therefore, CO hotspots do not exist near these intersections.

Existing Project Site Emissions

The proposed project site is currently vacant and does not support uses that generate emissions on a daily basis. The site is cleared of weeds on an annual basis during which time emissions are generated by tractors.

Environmental impacts

Thresholds of Significance

A project would normally have a significant adverse air quality impact if it would:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).
- Expose sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors affecting a substantial number of people.

The thresholds discussed below are currently recommended by the VCAPCD in the Ventura County Air Quality Assessment Guidelines to determine the significance of air quality impacts associated with the proposed project.

Consistency with the 1997 AQMP Revision

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 is could jeopardize attainment of the air quality conditions projected in the AQMP and is considered to be a significant impact.

Construction Period Emissions

Construction–related activities are generally short-term in duration, and the VCAPCD does not recommend any thresholds of significance for their associated emissions. Instead, the VCAPCD bases the determination of significance on a consideration of the control measures to be implemented. If all

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.

Operational Emissions – Daily Emissions of ROC and NOx

The VCAPCD currently recommends that projects located everywhere in Ventura County outsides of the Ojai Planning Area with operational emissions that exceed any of the following emissions thresholds should be considered significant. The VCAPCD also recommends that any operational emissions from individual projects that exceed these thresholds be considered cumulatively considerable. These thresholds apply to individual development projects only; they do not apply to the emissions generated by related projects:

- 25.0 pounds per day of ROC
- 25.0 pounds per day of NOx

Operational Emissions – Localized CO Concentrations

The VCAPCD currently recommends that impacts to sensitive receptors be considered significant when localized CO concentrations at sensitive receptors located near congested intersections exceed the national or State ambient air quality standards. These thresholds would also apply to the contribution of emissions associated with cumulative development.

Project Impacts

Consistency with the 1997 AQMP Revision

The 1997 AQMP Revision, discussed previously, was prepared to accommodate growth, to reduce the high levels of pollutants within Ventura County, to return clean air to the region, and to minimize the impact on the economy. Projects that are considered to be consistent with the AQMP would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP.

The projections in the 1997 AQMP Revision are based on residential population growth within the various growth and non-growth areas of the County. The proposed project is a commercial project that would not result in the direct growth of population within the Camarillo Growth Area. The project is proposed to serve the local population. Therefore, the proposed project would not conflict with the 1997 AQMP Revision and, as such, would not jeopardize attainment of State and national ambient air quality standards in Ventura County. This would be a less-than-significant impact regarding a conflict with or obstruction of implementation of the applicable air quality plan. This is consistent with the conclusion reached in the Final EIR for the Prado de Las Posas Specific Plan.

Construction Period Emissions

As discussed previously in this EIR section, construction–related activities are generally short-term in duration and the VCAPCD does not recommend any thresholds of significance for construction-related emissions. Instead, the VCAPCD bases the determination of significance on a consideration of the control measures to be implemented. If all appropriate emissions control measures recommended by the Ventura County Air Quality Assessment Guidelines relating to construction activities are implemented for a project, then construction emissions are not considered significant. Conversely, if all of the appropriate emissions control measures recommended by the BAAQMD are not implemented, then construction emissions are considered significant.

Mitigation Measures 3-3.1 through 3-3.8 include appropriate dust control measures recommended by the VCAPCD. According to the South Coast Air Quality Management District's CEQA Air Quality handbook, these types of measures would reduce by at least 50 percent the amount of fugitive dust generated by excavation and construction activities.[2] Mitigation Measures 3-3.9 through 3-3.11 would reduce the emissions generated by heavy-duty diesel-powered construction equipment operating at the project site and by construction workers traveling to and from the project site. Therefore, construction-related air quality impacts would be reduced to a less than significant level. This is consistent with the conclusion reached in the Final EIR for the Prado de Las Posas Specific Plan.

Operational Emissions – Daily Emissions of ROC and NOx

Operational emissions generated by both stationary and mobile sources would result from normal day-to-day activities on the project site after occupation. Stationary area source emissions would be generated by the consumption of natural gas for space and water heating devices and cooking appliances, and the operation of landscape maintenance equipment. 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 the URBEMIS 2002 computer model recommended by the VCAPCD. The results of these calculations are presented in Table V.D-5 for the proposed project. As shown, the proposed project would generate daily emissions that exceed the thresholds of significance recommended by the VCAPCD. This is a significant impact regarding a substantial contribution to an existing or projected air quality violation.

The URBEMIS 2002 computer model was also used to calculate the average daily emissions that would be generated by all used within the Specific Plan site. The results of these calculations are presented in Table V.D-6. These emissions are substantially less than those originally predicted for the Specific Plan in the Final EIR for the Prado de Las Posas Specific Plan (reference Table V.D-1). As shown in Table

[2] *South Coast Air Quality Management District,* CEQA Air Quality Handbook*, November 1993, pages 11-15 and 11-16.*

V.D-6, the proposed Camarillo Promenade project would generate approximately 73.7% percent of the average daily emissions of ROC and 72.4% percent of the average daily emissions of NOx.

Table V.D-5
Estimated Daily Operational Emissions – Proposed Project Only

Emissions Source	Emissions in Pounds per Day				
	ROC	NOx	CO	SOx	PM_{10}
Water and Space Heating and Cooking Appliances	0.18	2.44	0.98	--	0.00
Landscape Maintenance Equipment	0.06	0.01	0.43	0.00	0.00
Motor Vehicles	68.92	84.14	824.29	0.49	94.36
Total Emissions	69.16	86.59	825.70	0.49	94.36
VCAPCD Thresholds	25.00	25.00	NT	NT	NT
Significant Impact?	Yes	Yes	No	No	No

Note: Based on year 2007 emission factors. Subtotals may not appear to add correctly due to rounding in the URBEMIS 2002 model.
NT No threshold of significance.

Source: Christopher A. Joseph & Associates, 2005. Calculation sheets are provided in Appendix 3.

Table V.D-6
Estimated Daily Operational Emissions – Amended Specific Plan

Emissions Source	Emissions in Pounds per Day		Percent of Daily Emissions	
	ROC	NOx	ROC	NOx
Proposed Project – Camarillo Promenade	69.2	86.6	73.7%	72.4%
Planning Area II Retail	13.2	16.5	14.1%	13.8%
Planning Area IV R & D Center	11.5	16.4	12.2%	13.7%
Total Emissions	93.9	119.5		
VCAPCD Thresholds	25.0	25.0		
Significant Impact	Yes	Yes		

Note: Based on year 2007 emission factors.

Source: Christopher A. Joseph & Associates, 2005. Calculation sheets are provided in Appendix 3.

Operational Emissions – Localized CO Concentrations

The localized CO concentration impacts associated with the proposed project have been evaluated with the addition of traffic growth associated with cumulative development.

As was done to assess existing CO concentrations, the simplified CALINE4 screening procedure was used to predict future CO concentrations at the study-area intersections in the vicinity of the project site in

the year 2008 with cumulative development projects. The results of these calculations are provided in Table V.D-7. The national 1-hour ambient air quality standard is 35.0 ppm and the State 1-hour ambient air quality standard is 20.0 ppm. The 8-hour national and state ambient air quality standard is 9.0 ppm.

Table V.D-7
Predicted Future Localized Carbon Monoxide Concentrations

Intersection	CO Concentrations in Parts Per Million		
	25 Feet	50 Feet	100 Feet
Ventura Boulevard & Camarillo Center Drive	3.6	3.4	3.3
Las Posas Road & Ventura Boulevard	3.8	3.6	3.4
Las Posas Road & Daily Drive	3.9	3.7	3.5

Note: National 1-hour standard is 35.0 ppm
State 1-hour standard is 20.0 ppm
National and state standard is 9.0 ppm

Source: Christopher A. Joseph & Associates, 2005. Calculation sheets are provided in Appendix D. Based on year 2004 emission factors.

As shown, future CO concentrations near these intersections would not exceed the national and State ambient air quality standards for CO. Therefore, implementation of the proposed project and cumulative development would not expose any sensitive receptors located in close proximity to these intersections to substantial pollutant concentrations. This would be a less-than-significant impact regarding the exposure sensitive receptors to substantial pollutant concentrations. It would also eliminate a unavoidable significant impact from the Final EIR for the Prado de Las Posas Specific Plan.

CUMULATIVE IMPACTS

Cumulative development in the Camarillo Growth Area is not expected to result in a significant impact in terms of conflicting with, or obstructing implementation of, the 1997 AQMP Revision. The 1997 AQMP Revision was prepared to accommodate growth, to reduce the high levels of pollutants within Ventura County, to return clean air to the region, and to minimize the impact on the economy. Growth considered to be consistent with the 1997 AQMP Revision would not interfere with attainment because this growth is included in the projections utilized in the formulation of the AQMP. Consequently, as long as growth in the Camarillo Growth Area is within the projections for growth identified in the AQMP, implementation of the 1997 AQMP Revision will not be obstructed by such growth. As growth in the Camarillo Growth Area has not exceeded these projections, this impact would not be cumulatively considerable. Additionally, since the proposed project is consistent with growth projections under the 1997 AQMP Revision, the project would not have a cumulatively considerable contribution to this impact regarding conflict with or obstruction of the implementation of the applicable air quality plan.

Cumulative development within the City of Camarillo would continue to implement dust control and equipment emissions mitigation measures during construction in accordance with City practices. Consequently, cumulative development within the City is not expected to cause a significant impact associated with construction activities. Because the proposed project would implement all appropriate mitigation measures during construction, the contribution of the project to any cumulative air quality impact would not be considerable.

Because Ventura County is currently in nonattainment for ozone, related projects could exceed an air quality standard or contribute to an existing or projected air quality exceedance. With regard to determining the significance of the proposed project contribution, the VCAPCD neither recommends quantified analyses of cumulative operational emissions nor provides methodologies or thresholds of significance to be used to assess cumulative construction or operational impacts. Instead, the VCAPCD recommends that a project's potential contribution to cumulative impacts should be assessed utilizing the same significance criteria as those for project specific impacts. Therefore, this EIR assumes that individual development projects that generate operational emissions that exceed the VCAPCD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in nonattainment. As discussed previously, operational daily emissions associated with project development would exceed VCAPCD significance thresholds for ROC and NOx. Therefore, the emissions generated by proposed project would be cumulatively considerable regarding a substantial contribution to an existing or projected air quality violation.

Cumulative development is not expected to expose sensitive receptors to substantial pollutant concentrations of CO. Table V.D-6 shows that projected future localized CO levels, including cumulative development, would not exceed national and state ambient air quality standards for CO. Consequently, no significant cumulative impact will occur. As this analysis took into account emissions from the proposed project as well as those of cumulative development, the contribution of the proposed project to this cumulative impact is not considerable.

MITIGATION MEASURES

The following mitigation measures from the Final EIR for the Prado de Las Posas Specific Plan would be applicable to the proposed project to address air quality impacts associated with construction activities.

3-3.1 All active portions of construction sites, earthen access roads, and material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice a day with complete coverage, preferably in the late morning and after work is done for the day. Where feasible, reclaimed water shall be used.

3-3.2 All clearing, grading, earth moving, or excavation activities shall cease during periods of winds greater than 20 miles per hour average over one hour.

3-3.3 All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.

3-3.4 The area disturbed by clearing, earth moving, or excavation activities shall be minimized at all times. This can be accomplished my mowing instead of disking for weed control, and seeding and watering inactive portions of the construction site until grass growth is evident.

3-3.5 Construction site vehicle speed on unpaved areas shall be limited to 15 miles per hour.

3-3.6 Soil binders shall be used to stabilize loose soil.

3-3.7 Streets adjacent to the project site shall be swept as needed to remove silt which may have accumulated from construction activities.

3-3.8 Ground cover shall be planted and roadways paved as soon as practicable in the construction process.

3-3.9 All internal combustion engine driven equipment shall be properly maintained and well tuned according to the manufacturer's specifications.

3-3.10 When available, diesel powered or electric equipment shall be utilized in lieu of gasoline powered engines.

3-3.11 Ridesharing for the construction crew shall be supported and encouraged.

The following mitigation measures from the Final EIR for the Prado de Las Posas Specific Plan would be applicable to the proposed project to address long-term air quality impacts.

3-3.12 Energy Efficiency

- Use building materials that do not require use of paints and solvents such as wood molding and trim products and pre-primed wallboard.
- Require recycling bins in addition to trash bins and contract for recycling services.
- Increase walls and ceiling insulation beyond Title 24 requirements.
- Use of shade trees to reduce building and parking lot heat.
- Landscaping to include water efficient plant species and irrigation to reduce water consumption and provide passive solar benefits.
- Use energy efficient and automated controls for air conditioners.
- Use energy efficient low sodium parking lot lights.
- Use lighting controls and energy efficient lighting.

- Low-polluting and high-efficiency appliances shall be installed wherever possible.

3-3.13 Provide preferential parking spaces for carpools and vanpools, similar to handicapped vehicle provisions.

3-3.14 Design ingress and egress points to minimize idling vehicle emissions.

3-3.15 Provide transit shelters, on-site bicycle parking facilities and other bicycle amenities to encourage alternative transportation modes.

3-3.16 Schedule deliveries and other truck trips for of-peak traffic hours.

3-3.17 Contact local transit agencies to determine bus routing adjacent to the site and bus stop turnout requirements before project designs are finalized.

3-3.18 All traffic flow improvements suggested in the traffic section shall be implemented to reduce exhaust emissions.

3-3.19 The development shall agree to participate in a Transportation Management Organization (TMO), such as the one proposed for the Airport North Specific Plan area.

Many of the measures that the VCAPCD currently recommends to reduce the significant operational impacts of proposed project are features of the proposed project. Only about two percent of the vehicle trips associated with the project would be generated by employees commuting to and from the site and there is really no way to reduce the number of vehicle trips associated with the delivery vehicles and customers traveling to and from the site. The only remaining measure recommended by the VCAPCD that would reduce the operational impacts of the proposed project to less-than-significant levels is the contribution to a City-managed transportation demand management (TDM) fund. This fund is used by the City to implement trip reduction programs throughout the City. It is also consistent with mitigation measure 3-3.20 from the Final EIR for the Prado de Las Posas Specific Plan. Due to changes in the proposed project, environmental conditions, and the models used to calculate project-related emissions that have occurred since the Final EIR for the Prado de Las Posas Specific Plan was certified in 1995, mitigation measure 3-3.20 is replaced with the following updated measure.

V.D-1 The project developer shall contribute a total of $627,055 to a TDM fund managed by the City of Camarillo. This contribution is based on the percentage of the total average daily emissions that would be generated by the proposed project in relation to the entire Prado de Las Posas Specific Plan (reference Table V.D-6) and the total cost required to mitigate the impacts associated with the Specific Plan development as listed below.

Prado de Las Posas Specific Plan	
Camarillo Promenade	$627,055.00
Planning Area II Retail	$119,560.00
Planning Area IV R & D Center	$118,980.00
Total Cost	$865,596.00

The calculation used to determine the contribution to the City-managed TDM fund are provided in Appendix D to this SEIR.

CONCLUSIONS

The potential air quality impacts associated with the proposed project have been evaluated in the context of the present environmental and regulatory setting. In this context, the proposed project would not result in a significant impact during construction activities, would cause a significant impact associated with average daily operational emissions, and would eliminate the unavoidable significant impact associated with localized CO emissions as predicted in the Final EIR to the Prado de Las Posas Specific Plan. With the implementation of mitigation measures from the Final EIR to the Prado de Las Posas Specific Plan and the replacement mitigation measure, the potential air quality impacts associated with the proposed project would be less than significant.

VI. GENERAL IMPACT CATEGORIES

SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the CEQA Guidelines requires that an EIR describe any significant impacts which cannot be avoided. Specifically, Section 15126.2 (b) states:

> *"Describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, should be described."*

Significant and Unavoidable Impacts

Based upon the analysis contained in this Draft EIR, implementation of the proposed project would not result in significant unavoidable environmental impacts in visual resources, air quality, hazards and hazardous materials, or traffic.

GROWTH INDUCING IMPACTS OF THE PROPOSED PROJECTS

Section 15126.2(d) of the CEQA Guidelines requires a discussion of the ways in which a proposed action could be growth inducing. This includes ways in which the project would foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Section 15126.2(d) of the CEQA Guidelines read as follows:

> *"Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."*

The proposed project would involve the modification of the Prado de Las Posas Specific Plan to allow for greater flexibility in development of Planning Areas I and III to construct a 242,474 square foot commercial center. Though construction of the proposed commercial center would be within the development envelope of the Specific Plan, an amendment to the Plan would be necessary to increase the development potential within Area III. The amendment would change the land use designation of

Planning Area III from Outdoor Recreation to Village Commercial/Commercial. With the amendment, the Specific Plan would allow for a total of 300,600 square feet of Village Commercial/Commercial development within Planning Areas I, II and III. The Specific Plan would still allow 151,316 square feet of Research and Development for Planning Area IV.

Construction of the proposed project would provide short-term construction employment to the area. The work requirements of most construction projects is highly specialized so that construction workers would remain at a job site for the time frame in which their specific skills are needed to complete a particular phase of the construction process. As a result, the construction workers employed during the construction of the proposed project could in turn patronize local businesses and services in the area during their stay at the project site.

The development of the proposed project would also provide long term employment opportunities for local residents in the office, retail, and restaurant fields. Long term employment would foster economic growth, and further the development of the surrounding area.

Both the construction of the proposed project and the employment growth generated by the operation of proposed project would also result in an increased demand for public services such as police protection, fire protection, as well as for utilities such as sewer, water, electricity and natural gas. However, the proposed project would not result in any significant unavoidable impacts related to public services or utilities.

VII. ALTERNATIVES TO THE PROPOSED PROJECT

INTRODUCTION TO THE ALTERATIVES ANALYSIS

The CEQA Guidelines require that EIRs include the identification and evaluation of a reasonable range of alternatives that are designed to reduce the significant environmental impacts of the project, while still satisfying the project objectives. The CEQA Guidelines also set forth the intent and extent of alternatives analysis to be provided in an EIR.

Purpose

Section 15126.6(a) of the CEQA Guidelines states "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparable merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason."

Section 15126.6(b) of the CEQA Guidelines states "Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of project objectives, or would be more costly."

Selection of a Reasonable Range of Alternatives

Section 15126.6(c) of the CEQA Guidelines states "The range of potential alternatives to the Proposed Project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts."

Level of Detail

The CEQA Guidelines do not require the same level of detail in the alternatives analysis as in the analysis of the Proposed Project. Section 15126.6(d) of the CEQA Guidelines states "The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project. A matrix displaying the major characteristics and significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed."

ALTERNATIVES TO THE PROPOSED PROJECT

The proposed project represents an alternative to the development approved under the Prado de Las Posas Specific Plan. The applicable impacts associated with both the Specific Plan as evaluated in the Final EIR for the Prado de Las Posas Specific Plan and the proposed project are discussed and compared in Section V.A through V.D of this SEIR. Based on the information presented in these sections, the proposed project would either have similar impacts to the Specific Plan development or reduce impacts associated with the Specific Plan. The only impact that would be greater under the proposed project is the potential impact to the existing avigation easement affecting the Specific Plan site. In all case, however, the potential impacts would be reduced to less than significant levels. Therefore, alternatives to the proposed project are not necessary to reduce or eliminate an unavoidable significant impact.

Nevertheless, this SEIR evaluates the following two alternatives to the proposed project:

Alternative 1: No Project Alternative

Alternative 2: Alternative Site Plan

Each alternative is described in the following discussions. Also discussed are the alternatives to the Proposed Project that were considered, but rejected by the City of Calabasas as being infeasible.

Alternative 1: No Project Alternative

As required by CEQA, a No Project Alternative was analyzed in this EIR section. Section 15126.6(e)(2) of the CEQA Guidelines states that the No Project Alternative "… analysis shall discuss the existing conditions at the time the notice of preparation is published … as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services." Furthermore, Section 15126.6(e)(3)(B) of the CEQA Guidelines states: "If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this 'no project' consequence should be discussed. In certain instances, the no project alternative means 'no build' wherein the existing

environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment."

Under Alternative 1, the proposed project would not be constructed, and the project site would remain in its current condition. The analysis assumes that the current condition of the project site corresponds to the appearance of the project site at the time the Notice of Preparation was published. There would be no modification of the site, and no new construction would occur.

Alternative 2: Alternative Site Plan

Under this alternative, the proposed project would be developed into a life style center that has the same amount of commercial space and parking spaces as the proposed project. The amount of anticipated restaurant and retail space would be the same as the proposed project. The layout of the proposed buildings would, however, be slightly different to the proposed site plan. This alternative site plan is illustrated in Figure VIII-1. As shown, several building spaces would be enlarged to accommodate "major" tenants and the amount of building space in the western side of the site would be reduced when compared to the site plan for the proposed project. The Alternative Site Plan alternative provides flexibility to the project developer to be responsive to the needs of potential major tenants at the site between the time that the project is approved and when construction actually begins.

Alternatives Rejected as Being Infeasible

Section 15126.6(c) of the CEQA Guidelines requires EIRs to identify any alternatives that were considered by the lead agency but were rejected as infeasible during the scoping process, and briefly explain the reasons underlying the lead agency's determination. The following discussion describes alternatives that were considered, but were found to be infeasible.

> Alternative Site: An alternative site for the proposed project was considered to reduce the potentially significant project impacts to hazards and hazardous materials that would result from construction of the proposed project. However, an alternative site was rejected as being infeasible because it would not meet the applicant's objective to build a commercial center in the City of Camarillo as the applicant does not own and cannot feasibly obtain other property in the community that is zoned for a commercial center.

Figure VII-1. Alternative Site Plan.

ANALYSIS OF ALTERNATIVES TO THE PROPOSED PROJECT

Alternative 1: No Project Alternative

Under this alternative, the proposed project would not be built and the potential project-related impacts discussed in Sections V.A through V.D would not occur. This alternative would not, however, meet any of the objectives for the proposed project identified previously in Section IV, Project Description.

The "no project" alternative would not necessarily preclude future development options for the project site. Planning Areas I and II of the Specific Plan site could be developed with commercial and recreational uses as envisioned in the Prado de Las Posas Specific Plan. Based on the information presented in Sections V.A through V.D, this alternative scenario would generate more traffic and associated air pollutant emissions than the proposed project. Most other impacts would be similar under either development scenario.

Alternative 2: Alternative Site Plan

Because the Alternative Site Plan would result in the same amount of development as the proposed project, all potential environmental impacts associated with this alternative would be the same as those associated with the proposed project. No potential impacts would be reduced or increased with alternative.

ENVIRONMENTALLY SUPERIOR ALTERNATIVE

In general, the environmentally superior alternative as defined by CEQA should minimize adverse impacts to the project site and its surrounding environment. Of the alternatives considered, the "No Project Alternative" does not create any new impacts; therefore, it is temporarily environmentally superior to a project which proposes to change existing conditions. However, CEQA requires the identification of another "environmentally superior" alternative when the no project alternative is chosen. Based on the analysis provided in Sections V.A through V.D of this SEIR and the information provided above, either the proposed project or the Alternative Site Plan would be the environmentally superior alternative to the development envisioned under the Prado de Las Posas Specific Plan since impacts would either be similar or reduced, and all potential impacts would be reduced to less than significant levels.

VIII. PREPARERS OF THE EIR AND PERSONS CONSULTED

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IX. LIST OF ACRONYMS AND ABBREVIATIONS

AGL	Above ground level
ALP	Airport Layout Plan
AMP	Airport Master Plan
AMSL	Above mean sea level
AQMP	Air Quality Management Plan
ARB	California Air Resources Board
ATE	Associated Transportation Engineers
CEQA	California Environmental Quality Act
CLUP	Comprehensive Land Use Plan
CO	Carbon monoxide
CPD	Commercial Planned Development
CUP	Conditional Use Permit
EIR	Environmental Impact Report
ETPZ	Extended Traffic Pattern Zone
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
HCM	Highway Capacity Manual
HRZ	Height Restriction Zone
ICU	Intersection Capacity Utilization
ITE	Institute of Transportation Engineers
LOS	Level of Service
NOP	Notice of Preparation
NOx	Nitrogen oxides
OSZ	Outer Safety Zone
$PM_{2.5}$	Fine particulate matter
PM_{10}	Respirable particulate matter
ROC	Reactive organic compounds
SCAG	Southern California Association of Governments
SEIR	Subsequent Environmental Impact Report
SIP	State Implementation Plan
SOx	Sulfur oxides
SO_2	Sulfur dioxide
TDM	Transportation Demand Management
TERPS	Terminal Instrument Procedures
TMO	Transportation Management Organization
U.S. EPA	U.S. Environmental Protection Agency
V/C	Volume to capacity
VCAPCD	Ventura County Air Pollution Control District

APPENDIX A

Notice of Preparation (NOP), Initial Study, Responses to the NOP

APPENDIX A-1

Notice of Preparation/Initial Study

APPENDIX A-2

Responses to the Notice of Preparation

APPENDIX B

Aeronautical Studies

APPENDIX B-1

Aeronautical Constraints Analysis

APPENDIX B-2

Precision Approach Analysis

APPENDIX B-3

FAA Aeronautical Analysis

Appendix C

Traffic Study

APPENDIX D

Air Quality Data

Existing CO Concentrations

Proposed Project (Camarillo Promenade) Operational Emissions

Planning Area II Retail Operational Emissions

Planning Area IV R&D Center Operational Emissions

Future CO Concentrations

Operational Emissions Mitigation

APPENDIX E

Response to Comments Received on the Draft Subsequent EIR to the Prado de Las Posas Specific Plan EIR

APPENDIX F

Mitigation Monitoring and Reporting Program

APPENDIX A

Notice of Preparation (NOP), Initial Study, Responses to the NOP

APPENDIX A-1

Notice of Preparation/Initial Study

APPENDIX A-2

Responses to the Notice of Preparation

APPENDIX B

Aeronautical Studies

APPENDIX B-1

Aeronautical Constraints Analysis

APPENDIX B-2

Precision Approach Analysis

APPENDIX B-3

FAA Aeronautical Analysis

Appendix C

Traffic Study

APPENDIX D

Air Quality Data

Existing CO Concentrations

Proposed Project (Camarillo Promenade) Operational Emissions

Planning Area II Retail Operational Emissions

Planning Area IV R&D Center Operational Emissions

Future CO Concentrations

Operational Emissions Mitigation

APPENDIX E

Response to Comments Received on the Draft Subsequent EIR to the Prado de Las Posas Specific Plan EIR

RESPONSE TO COMMENTS RECEIVED ON THE DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT TO THE PRADO DE LAS POSAS SPECIFIC PLAN ENVIRONMENTAL IMPACT REPORT

Camarillo Promenade

Prepared for:

City of Camarillo

Prepared By:

CHRISTOPHER A. JOSEPH & ASSOCIATES
Environmental Planning and Research

July, 2005

CAMARILLO PROMENADE

RESPONSE TO COMMENTS RECEIVED ON THE DRAFT SUBSEQUENT ENVIRONMENTAL IMPACT REPORT TO THE PRADO DE LAS POSAS ENVIRONMENTAL IMPACT REPORT

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JULY 2005
State Clearinghouse No. 2004101107

RESPONSE TO COMMENTS

OVERVIEW

The purpose of the public review of the Draft Supplemental Environmental Impact Report (Draft SEIR) is to evaluate the adequacy of the environmental analysis in terms of compliance with the California Environmental Quality Act (CEQA). Section 15151 of the CEQA Guidelines states the following regarding standards from which adequacy is judged:

> *An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among experts. The courts have not looked for perfection but for adequacy, completeness, and a good faith effort at full disclosure.*

The purpose of each response to a comment on the Draft SEIR is to address the significant environmental issue(s) raised by each comment. This typically requires clarification of points contained in the Draft SEIR. Section 15088 (b) of the CEQA Guidelines describes the evaluation that CEQA requires in the response to comments. It states that:

> *The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.*

Section 15204(a) (Focus of Review) of the CEQA Guidelines helps the public and public agencies to focus their review of environmental documents and their comments to lead agencies. Case law has held that the lead agency is not obligated to undertake every suggestion given them, provided that the agency responds to significant environmental issues and makes a good faith effort at disclosure. Section 15204.5(a) of the CEQA Guidelines clarifies this for reviewers and states:

> *In reviewing draft EIRs, persons and public agencies should focus on the sufficiency of the document in identifying and analyzing the possible impacts on the environment and ways in which the significant effects of the project might be avoided or mitigated. Comments are most helpful when they suggest additional specific alternatives or*

> *mitigation measures that would provide better ways to avoid or mitigate the significant environmental effects. At the same time, reviewers should be aware that the adequacy of an EIR is determined in terms of what is reasonably feasible, in light of factors such as the magnitude of the project at issue, the severity of its likely environmental impacts, and the geographic scope of the project. CEQA does not require a lead agency to conduct every test or perform all research, study, and experimentation recommended or demanded by commenters. When responding to comments, lead agencies need only respond to significant environmental issues and do not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure is made in the EIR.*

The guideline encourages reviewers to examine the sufficiency of the environmental document, particularly in regard to significant effects, and to suggest specific mitigation measures and project alternatives. Given that an effect is not considered significant in the absence of substantial evidence, subsection (c) advises reviewers that comments should be accompanied by factual support. Section 15204(c) states:

> *Reviewers should explain the basis for their comments, and, should submit data or references offering facts, reasonable assumptions based on facts, or expert opinion supported by facts in support of the comments. Pursuant to Section 15064, an effect shall not be considered significant in the absence of substantial evidence.*

LIST OF THOSE WHO COMMENTED ON THE DRAFT SEIR

The City of Camarillo received a total of 10 comment letters on the Draft SEIR. Each comment letter is referred to by the last name of the author and the comments within each letter are numbered. For example, the first comment letter is authored by Terry Roberts of the State Clearinghouse and Planning Unit. The comments in the letter are numbered "Roberts-1", etc.

The letters that were received during the 45-day public review period are listed below.

1. Terry Roberts, State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, June 27, 2005

2. David Cohen, State of California, Department of Transportation, Division of Aeronautics, May 27, 2005

3. Elizabeth Erickson, California Regional Water Quality Control Board, Los Angeles Region, May 31, 2005

4. Cheryl Powell, State of California, Department of Transportation, District 7, Office of Regional Planning, June 13, 2005

5. Christopher Stevens, County of Ventura, Resource Management Agency, Planning Division, June 27, 2005

6. Scott Smith, AAE, County of Ventura, Department of Airports, June 20, 2005

7. Alicia Stratton, Ventura County Air Pollution Control District, June 22, 2005

8. Nazir Laliani, County of Ventura, Public Works Agency, Transportation Department, June 24, 2005

9. Paul Callaway, Ventura County Watershed Protection District, Planning and Regulatory Division, June 27, 2005

10. Kevin Keivanfar, P.E., Ventura County Watershed Protection District, Flood Control Department, November 9, 2004

Letter from Terry Roberts, State of California, Governor's Office of Planning and Research, State Clearinghouse and Planning Unit, June 27, 2005

Comment No. Roberts-1

The State Clearinghouse submitted the above named Supplemental EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on June 24, 2005, and the comments from the responding agency(ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible pr other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

Those comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Response to Comment No. Roberts-1

This letter states that the City of Camarillo has complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to CEQA. Comment letters submitted by State agencies are forwarded for use in preparing the final environmental document. Comments provided in these letters are responded to in subsequent paragraphs.

Letter from David Cohen, State of California, Department of Transportation, Division of Aeronautics, May 27, 2005

Comment No. Cohen-1

The Government Code Section 25302.3(a) requires consistency between local general plans, specific plans, their amendments and adopted airport land use compatibility plans, which are adopted pursuant to the Section 21675 of the Public Utilities Code. This project should be referred to the Ventura County Airport Land Use Commission for their review and consistency finding. This finding should be included in the final environmental document. The Camarillo Airport management should also be included in the environmental review process to ensure compatibility with both existing and planned future airport operations.

Response to Comment No. Cohen-1

The Draft SEIR has been reviewed by various departments and agencies of the County of Ventura, including the County of Ventura Department of Airports (the operator of Camarillo Airport) and the Ventura County Airport Land Use Commission. The City did not receive a letter from the Ventura County Airport Land Use Commission following their review of the Draft SEIR.

Comment No. Cohen-2

According to the Ventura County Airport Land Use Compatibility Plan, the project will be partially in the Outer Safety Zone (OSZ), and partially in the Height Restriction Zone (HRZ) of Camarillo Airport. In the OSZ, commercial projects are conditionally acceptable, and the maximum structural coverage must be no more than 25 percent. "Structural coverage" is defined as the percent of building footprint area to total land area, including streets and greenbelts. In the OSZ, the airport land use commission also recommends an avigation easement, and requires a fair disclosure agreement and covenant recorded by the owner and developer of the property. In the HRZ, there are unique airspace protection requirements that apply due to a contractual, negotiated agreement that was formalized in an avigation easement at the time Camarillo Airport was an active military base with a 9,000-foot runway. This project will prompt a petition ffor an exemption from this avigation easement for the purpose of airspace protection. While the Department of Transportation is not a stakeholder in these negotiations, we recommend that this petition be carefully coordinated with all stakeholders, including Ventura County and the Federal Aviation Administration (FAA), which is identified as the agent of the federal government in this issue. In reviewing the Camarillo Airport Layout Plan relative to the proposed petition, we noted that the existing approach to Runway 26 has an existing 34:1 slope, and this runway end is planned to have a 50:1 precision approach slope in the future. Therefore, we recommend that the planned airport capabilities be taken into account in the negotiations among the City of Camarillo, Ventura County, and the FAA.

Response to Comment No. Cohen-2

The total of 451,916 square feet of building space approved under the Prado de Las Posas Specific Plan and proposed under the amended Specific Plan represented approximately 17 percent coverage of the entire Specific Plan site. Therefore, the proposed project would be consistent with the Compatible Land Use Plan (CLUP) for Camarillo Airport standard sited in this comment. Mitigation Measure 3-12.1 from the Draft SEIR has been revised to require that the County of Ventura (not the City of Camarillo) and the project applicant enter into an Avigational agreement indicating the existence of activities of the airport over the property (see Response to Comment No. Smith-3). Mitigation Measure 3-12.2 states that the CC&Rs will incorporate conditions of the Avigational Easement. The revised Mitigation Measure V.B-1 requires the project applicant to obtain an encroachment into the avigation easement from the County of Ventura (see Response to Comment No. Smith-4). Figure V.B-4 on page V.B-10 of the Draft SEIR illustrates that the proposed buildings would not exceed the allowable heights under either the CLUP Non-Precision Approach (34:1 slope) or the CLUP Precision Approach (50:1 slope).

Comment No. Cohen-3

CEQA, Public Resources Code 21096, requires the Department of Transportation's Airport Land Use Planning Handbook (Handbook) be utilized as a resource in the preparation of environmental documents for projects within an airport land use compatibility plan boundaries or if such a plan has not been adopted, within two nautical miles of an airport. The Handbook is a resource that should be applied to all public use airports. The project site appears to be within the Traffic Pattern Zone (Zone 6) as designated in Chapter 9 of the Handbook. Chapter 9 also discusses compatible and incompatible uses within airport safety zones.

Response to Comment No. Cohen-3

The California Airport Land Use Planning Handbook provides compatibility planning guidance to airport land use commissions, their staffs and consultants, the counties and cities having jurisdiction over airport area land uses, and airport proprietors. State law requires that airport land use commissions "shall be guided by information" in the Handboook when formulating, adopting, or amending an airport land use compatibility plan. However, the Handbook does not constitute formal State policy or regulation.

Chapter 9 of the Handbook provides the most comprehensive guidance known to be available regarding the establishment of airport safety compatibility policies. This chapter presents guidelines which airport land use commissions, together with the counties and cities which have jurisdiction over airport area land uses, can use as the basis for establishing safety compatibility policies for areas around airports. However, no pretence is made that the suggested guidelines represent an ideal or absolute level of safety or land use compatibility. Rather, they are intended to represent a multi-facited balance: a balance between the need for protection of airports and the public, and the necessity for, or inevitability of, some

amount of development near most airports; and also a balance between the benefits which airports provide and the risks which they present.

Safety is a factor in the interaction between airports and nearby land uses in terms of protecting people and property on the ground, minimizing injury to aircraft occupants, and preventing the creation of hazards to flight. Each of these concerns needs to be addressed in airport land use compatibility plans.

Protecting people on the ground from the potential consequences of near-airport aircraft accidents is fundamental land use compatibility planning objective. To accomplish this, some form of restrictions on land use is essential. Land use characteristics are the most important factors to consider in developing safety compatibility criteria. The three most important characteristics are (1) the intensity of the land use, (2) residential versus nonresidential function, and (3) sensitive uses. Land use intensity is generally the basic factor upon which the acceptability or unacceptability of each use is judged.

As shown in Figure V.B-1 on page V.B-5 of the Draft SEIR, the Specific Plan site is partially overlain by the Outer Safety Zone (OSZ) with the remainder in the Extended Traffic Pattern Zone (ETPZ). The proposed project is an amendment to the previously approved Prado de Las Posas Specific Plan. It would change the designation of Planning Area III, which is the portion of the Specific Plan site located within the OSZ, from Outdoor Recreation to Village Commercial. The land use designations and land uses within the remainder of the project site and Specific Plan site would not change as a result of the project. Therefore the remainder of this discussion will focus on the restrictions associated with the OSZ.

The Handbook recommends that nonresidential uses should be limited in the OSZ and that sensitive uses such as children's schools, large day care centers, hospitals, and nursing homes should be prohibited in this zone. The Handbook defines "limited" as the use is acceptable only if density/intensity restrictions are met.

Table 9C on page 9-47 of the Handbook indicates that the average intensity for a nonresidential use in the OSZ in a urban setting is between 80 and 100 people per gross acre. The maximum intensity for this zone should be no more than three times the average intensity. This equates to a maximum intensity of 240 and 300 persons per acre.

As shown in Table V.C-6 on page V.C-12 of the Draft SEIR, an average of 8,535 vehicles would travel to and from the site on a daily basis before pass-by traffic is subtracted. Assuming an average occupancy rate of 1.4 persons per vehicle, this equates to 11,949 persons at the site. If each person stays at the site for an average of two hours, approximately 2,389 persons would be at the site at any one time (based on the stores being opened an average of 10 hours per day). This equates to an intensity of approximately 81.3 persons per acre, which is at the low end of the average intensity for non-residential uses and is well below the maximum intensities recommended in the Handbook for nonresidential uses within the OSZ.

The concern of minimizing injury to aircraft occupants is generally addressed by providing some amount of useful open land in the vicinity of airports so that a pilot has some choice as to where to attempt an

emergency landing without power, but otherwise under control. The areas south of the Specific Plan site and south of Camarillo Airport are largely undeveloped agricultural properties. These areas provide areas for emergency landings in the vicinity of the airport.

The third safety concern is the preventing the creation of hazards to flight. As discussed on page V.B-13 of the Draft SEIR, the proposed project would not create a hazard of air navigation. Mitigation measures are recommended on page V.B-14 of the Draft SEIR to ensure that any potential aviation-related hazards would be less than significant.

As discussed earlier in this response, State law requires that airport land use commissions "shall be guided by information" in the Handboook when formulating, adopting, or amending an airport land use compatibility plan. The Compatible Land Use Plan (CLUP) for the Camarillo Airport is part of the Airport Comprehensive Land Use Plan for Ventura County. The Camarillo CLUP, which is based on the current airfield configuration and runway length, delineates various safety zones around the airport and prescribes acceptable, unacceptable, and conditionally acceptable land uses for each zone.

Of the zones overlying the project site, the OSZ is the most restrictive with respect to land use compatibility. In the OSZ the majority of commercial and industrial land uses are conditionally acceptable. The conditions generally are: (1) that the property has no more than 25 percent structural coverage and (2) that an avigation easement, a disclosure agreement, and covenant be recorded by the owner or developer. In this context avigation easements as described in the Handbook convey a set of property rights including the right of free and unobstructed passage by aircraft at a specific altitude or in accordance with FAR Part 77 imaginary surfaces.

The proposed buildings would cover approximately 19 percent of the project site. This is well within the limits of the CLUP for the OSZ. Mitigation Measure 3-12.1 from the Draft SEIR has been revised to require that the County of Ventura (not the City of Camarillo) and the project applicant enter into an Avigational agreement indicating the existence of activities of the airport over the property (see Response to Comment No. Smith-3). Mitigation Measure 3-12.2 states that the CC&Rs will incorporate conditions of the Avigational Easement. The revised Mitigation Measure V.B-1 requires the project applicant to obtain an encroachment into the avigation easement from the County of Ventura (see Response to Comment No. Smith-4). Therefore, the proposed project would be consistent with the conditions specified in the CLUP.

Comment No. Cohen-4

The Public Utilities Code, Section 21659, "Hazards Near Airports Prohibited," restricts structural hazards near airports. To ensure compliance with the Federal Aviation Regulation (FAR) Part 77, "Objects Affecting Navigable Airspace," the filing of a Notice of Proposed Construction or Alternation (Form 7460-1) with the FAA may be required.

Response to Comment No. Cohen-4

Mitigation Measure 3-12.4 from the Draft SEIR requires the project applicant to file a Notice of Proposed Construction and Alternation (FAA Form 7460-1) with the FAA in accordance with FAR Part 77 prior to construction. This is consistent with the information discussed in this comment.

Comment No. Cohen-5

The Section 11010 of the Business and Professions Code and Sections 1102.6, 1103.4, and 1353 of the Civil Code addresses buyer notification requirements for lands around airports. Any person who intends to offer for sale or lease within an airport influence area is required to disclose that fact to the person buying the property.

Response to Comment No. Cohen-5

As an adopted law, the project applicant (also the property owner) is required to disclose the fact that the property is located in close proximity to Camarillo Airport when selling or leasing the land or buildings within the project site.

The following Conditions of Approval are recommended by the City of Camarillo Department of Community Development to ensure that the project complies with State notification requirements:

200. That the applicant sign a statement that he is aware of the existence of the airport and will not oppose or object to normal airport operation noise now and in the future. This statement shall be recorded and shall run with the land.

229. All tenants of the site shall be informed of their proximity to an airport and its associated exposure. This shall be included in the lease agreements referencing the deed restrictions with the final wording submitted for review and approval by the Director of Community Development.

Comment No. Cohen-6

The protection of airports from the encroachment of incompatible land uses is vital to the safety of airport operations, to the well being of the communities surrounding airports, and to California's economic future. Consideration given to the issue of compatible land uses in the vicinity of an airport should help relieve future conflicts between airports and their neighbors.

Response to Comment No. Cohen-6

This comment expresses the general opinions of the commenter, but does not state a specific concern or question regarding the adequacy of the analysis contained in the Draft SEIR. Therefore a response is not required under CEQA. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

Letter from Elizabeth Erickson, California Regional Water Quality Control Board, Los Angeles Region, May 31, 2005

Comment No. Erickson-1

The project site lies in the Calleguas watershed that was listed as being impaired to Section 303(d) of the Clean Water Act. Constituents causing impairment in the Calleguas watershed include pesticides, metals, nitrogen, sedimentation, algae, salts, and coliform. The Los Angeles Regional Water Quality Control Board will be developing Total Maximum Daily Loads (TMDLs) for the watershed, but the proposed project is expected to proceed before applicable TMDLs are adopted. In the interim, the Regional Board must carefully evaluate the potential impacts of new projects that may discharge to impaired waterbodies.

Our review of your documentation shows that it does not include information on how this project will change the loading of these pollutants into the watershed. Please provide the following additional information for both the construction and operational phases of the project.

- For each constituent listed above, please provide an estimate of the concentration (ppb) and load (lbs/day) from non-point and point source discharges.
- Estimates of the amount of additional runoff generated by the project during wet and dry seasons.
- Estimate of the amount of increased or decreased percolation due too the project.
- Estimates of the net change in cubic feet per second of groundwater and surface water contributions under historic drought conditions (as compiled by local water purveyors, the Department of Water Resources, and others) and 10-year, 50-year, and 100-year flood conditions.

Response to Comment No. Erickson-1

The information requested in this letter is not needed by the Planning Commission and City Council of the City of Camarillo to make an informed decision regarding the potential environmental impacts associated with the proposed project. The proposed project is an amendment to the previously approved Prado de Las Posas Specific Plan. The potential impacts to hydrology and water quality associated with the Specific Plan were evaluated in the Final EIR for the Prado de Las Posas Specific Plan (1995). The analysis in the Final EIR for the Prado de Las Posas Specific Plan concludes that site development would increase surface runoff, which is estimated to be 130 cubic feet per second (cfs). Runoff from the site would continue to be directed to the southwest corner of the site for discharge into the Las Posas Road Ditch. The approximate capacity of the Las Posas Road Ditch is the controlling factor in the site drainage. Discharge from the Prado de Las Posas Specific Plan site is limited to approximately 32 cfs. Therefore, additional deterntion facilities were needed to be located on site.

The approved drainage system entails on-site storm drains that convey drainage to a detention basin from which a controlled discharge will be released to the downstream drainage facilities. The storm drain volume required is 150,000 cubic feet. As discussed on page IV-4 of the Draft SEIR, the required on-site detention basin was recently constructed in the western part of the site along Las Posas Road.

The Final EIR for the Prado de Las Posas Specific Plan also discussed the potential degradation of water quality associated with construction activities and increased pollutants in storm water runoff. Mitigation measures were adopted to reduce the potential impacts to less than significant levels.

The proposed project would change the designation of Planning Area III from Outdoor Recreation to Village Commercial. It would not change the amount of development within the Specific Plan site. Therefore, no substantial changes in hydrology or water quality from those that were discussed in the Final EIR for the Prado de Las Posas Specific Plan are expected to occur as a result of the proposed project.

The following Conditions of Approval are recommended by the City of Camarillo Department of Community Development to ensure that the project complies with National Pollutant Discharge Elimination (NPDES) permit requirements:

20. Trash enclosures shall include a lattice structure to cover the enclosure with a solid roof design below to direct stormwater away from entering the enclosure itself. All litter/waste material shall be kept in leak-proof containers. The area shall be paved with impermeable material. No other area shall drain onto these areas. The trash enclosure area shall not be designed or constructed with a drain that is connected directly to the storm drain system or the sanitary sewer. (Mitigation condition for Prado de Las Posas Specific Plan Final EIR Vol. 1, January 1995)

21. Trash enclosures shall be cleaned at least twice a year with materials placed in a dumpster as follows: once before the rainy season in October, and secondly, in January. (Mitigation condition for Prado de Las Posas Specific Plan Final EIR Vol. 1, January 1995)

22. That the entire property be swept at least on a monthly basis, with a minimum of two (2) sweepings occurring during the month of October, prior to the beginning of the rainy season. Said sweepings shall be, at a minimum, two (2) weeks apart. The applicant shall provide a program for the compliance with this requirement prior to issuance of zoning clearance. (Mitigation condition for Prado de Las Posas Specific Plan Final EIR Vol. 1, January 1995)

23. There shall be no pressure washing of parking or loading areas of the building site, unless the city approves a collection system to keep water from entering the storm drain. (Mitigation condition for Prado de Las Posas Specific Plan Final EIR Vol. 1, January 1995)

24. All exterior metal building surfaces, including roofs, shall be with rust-inhibitive paint to prevent corrosion and release of metal contaminants into the storm drain system prior to occupancy. (Mitigation condition for Prado de Las Posas Specific Plan Final EIR Vol. 1, January 1995)

25. Landscaping shall be properly maintained with efficient irrigation to reduce run-off and promote surface filtration and minimize the use of fertilizers and pesticides, which can contribute to urban run-off pollution. (Mitigation condition for Prado de Las Posas Specific Plan Final EIR Vol. 1, January 1995)

The following Conditions of Approval are recommended by the City of Camarillo Department of Public Works to address stormwater quality:

25. The developer of new development shall incorporate appropriate Ventura Countywide Stormwater Quality Urban Impact Management Plan (SQUIMP) requirements into the project plans for the following projects covered by SQUIMP requirements:

    a. restaurants

    b. parking lots of 5,000 square feet or more or with 25 or more parking spaces

    The project must be designed to include the control measures specified in the Technical Guidance Manual for Stormwater Quality Control Measures. Those control measures include site design control, site-specific source control, and required treatment control measure (refer to Table 2-3 of the Technical Manual). Alternative or proprietary treatment controls not described in the Technical Manual may be considered on a case-by-case basis provided the project proponent can demonstrate that treatment equivalent to approved methods is achievable. Copies of the SQUIMP and the Technical Guidance Manual for Stormwater Quality Control Measures to assist in implementing SQUIMP can be obtained from the Ventura County Stormwater Program at www.vcstormwater.org or 805-654-2010. The owner is responsible for providing a Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) worksheet on the form provided by the city. The SQUIMP worksheet will be subject to the review and approval of the City Engineer.

26. Development shall be undertaken in accordance with conditions and requirements of the Ventura Countywide Stormwater Quality Management Program, National Pollutant Discharge Elimination System (NPDES) Permit No. CAS004002; Order No. 00-108.

27. The project construction plans shall incorporate Best Management Practices (BMPs) applicable to the development for the review and approval of the City Engineer. Suggested construction BMPs are listed in the California Stormwater BMP Handbook for Construction, which can be downloaded at www.cabmphandbooks.com. Suggested permanent BMPs are listed in the Technical Guidance Manual for Stormwater Quality Control Measures for Site Design Control, Site Specific Source Control, and Treatment Control Measures. Alternative or proprietary

treatment controls not described in the Technical Guidance Manual may be considered on a case-by-case basis provided the project proponent can demonstrate to the City of Camarillo that treatment equivalent to approved methods is achievable.

28. All onsite storm drain inlets, whether newly constructed or existing, shall be labeled "Don't Dump - Drains to Creek" before occupancy in accordance with city requirements. The labels are to be provided by the city to the developer at cost; this shall not include installation of the labels. There shall be additional labor charges for installation by the city.

29. Trash enclosures and/or recycling area(s) shall be covered. All litter/waste material shall be kept in leak-proof containers. Area(s) shall be paved with impermeable material. No other area shall drain onto these areas. The trash enclosure and/or recycling area(s) shall not drain to the storm drain system or the sanitary sewer and all cleanup shall be performed using dry cleanup methods. Post sign on trash enclosure informing users that hazardous materials are not to be disposed of therein.

30. Landscape areas shall be designed with efficient irrigation to reduce runoff and promote surface filtration and minimize the use of fertilizers and pesticides which can contribute to urban runoff pollution.

31. Parking and associated drive areas with five or more spaces shall be designed to minimize degradation of stormwater quality. BMPs, such as oil/water separators, sand filter, basins or approved equals, shall be installed to intercept and effectively prohibit pollutants from discharging to the storm drain system. The design must be submitted to the City Engineer for review and approval before the city issues a grading permit.

32. All material storage and handling areas, delivery areas/loading docks, outdoor work areas, vehicle equipment fueling/maintenance/dismantling areas, and wrecked vehicle storage areas shall be completely covered, constructed on impermeable pavement, be designed to eliminate runon from other areas, shall be graded and constructed to prevent runoff from the area, and the development shall be designed and constructed with no drain in this area. If these conditions cannot be met, BMPs such as oil/water separators, sand filters, and/or detention basins shall be installed to treat all stormwater runoff before it is discharged to the storm drain system. If other areas drain onto the area, treatment for these areas shall be included in the design of BMPs. The design must be submitted to the City Engineer for review and approval before the issuance of grading permit.

33. Food facilities shall be designed with contained areas for cleaning mats, equipment and containers. This wash area shall be inside, or covered and designed to prevent runon or runoff from the area. The area shall not discharge to the storm drain; indoor wash waters shall drain through a grease interceptor to the sanitary sewer or be collected for ultimate disposal to the sanitary sewer or an authorized location (pumped/trucked offsite). Wash areas located outside

shall be covered and bermed; wash water shall be collected and not allowed to drain to storm drain unless treatment is provided. Employees shall be instructed and signs posted indicating that all washing activities be conducted in this area.

34. Before the city issues a grading permit, the developer shall submit a Notice of Intent (NOI) to the California State Water Resources Control Board, Storm Water Permit Unit in accordance with the NPDES Construction General Permit (No. CAS000002) Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activities. The developer shall comply with all additional requirements of this General Permit, including preparation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP shall be submitted to the city for review and approval; and, once approved, the developer shall submit the SWPPP in electronic format to the city. Before the city issues a grading permit, the developer shall submit a copy of the project receipt of Notice of Intent to the city.

35. Before the city issues a grading permit, the developer shall submit a Notice of Intent (NOI) to the California State Water Resources Control Board, Storm Water Permit Unit in accordance with the NPDES Construction General Permit (No. CAS000002); Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activities. The developer shall comply with all additional requirements of this General Permit, including preparation of a Stormwater Pollution Prevention Plan (SWPPP). Before the city issues a grading permit, the developer shall submit a copy of the project receipt of Notice of Intent to the city.

36. All property areas shall be maintained free of litter/debris.

37. All onsite storm drains shall be cleaned at least twice a year; once immediately before October 1 (the beginning of the rainy season), and once in January. Additional cleaning may be required by the City Engineer.

38. Outdoor material storage areas, waste handling areas, and private roads and parking lots/drive-throughs shall be maintained free of litter/debris. Sidewalks, parking lots, drive-throughs, material storage and waste-handling areas shall be swept at least on a monthly basis, with a minimum of two (2) sweepings occurring during the month of October prior to the beginning of the rainy season. Said sweepings shall be a minimum two (2) weeks apart. When swept or washed, debris must be trapped and collected to prevent entry to the storm drain system.

39. Landscaping shall be properly maintained with efficient irrigation to reduce runoff, promote surface filtration, and minimize the use of fertilizers and pesticides that can contribute to urban runoff pollution.

40. The owner is responsible for maintaining and operating all improvements. The owner is responsible for providing a Stormwater Treatment Device Access & Maintenance Agreement on the form provided by the city for all post-construction stormwater treatment devices. The

agreement will be subject to the review and approval of the City Engineer and City Attorney. Before final acceptance of project improvements, the owner or his designated representative shall certify that the treatment device was constructed and installed in accordance with the approved SQUIMP.

Comment No. Erickson-2

If the project will result in a discharge of dredge or fill into a surface water (including a dry streambed), and is subject to a federal license or permit, the project may require a Section 401 Water Quality Certification, or waiver of Waste Discharge Requirements.

Response to Comment No. Erickson-2

The proposed project would not result in the discharge of dredge or fill into a surface water.

Comment No. Erickson-3

If the project involves inland disposal of nonhazardous contaminated soils and materials, the proposed project may be subject to Waste Discharge Requirements.

Response to Comment No. Erickson-3

The proposed project would not involve the inland disposal of nonhazardous contaminated soils.

Comment No. Erickson-4

If the overall project area is larger than five acres, the proposed project may be subject to the State Board's General Construction Activity Storm Water Permit.

Response to Comment No. Erickson-4

The proposed project would be subject to the State Board's General Construction Activity Storm Water Permit. This is addressed through the City of Camarillo Public Works Department Conditions of Approval numbers 27, 34 and 35 (see Response to Comment No. Erickson-1).

Comment No. Erickson-5

If the project involves a facility that is proposing to discharge stormwater associated with industrial activity (e.g., manufacturing, recycling and transportation facilities, etc.) the facility may be subject to the State Board's General Industrial Activities Storm Water Permit.

Response to Comment No. Erickson-5

The proposed project does not include any industrial uses that would be subject to the State Board's General industrial Activities Storm Water Permit. Only commercial uses are approved and proposed for the project site.

Comment No. Erickson-6

If the proposed project involves requirements for new development and construction pertaining municipal storm water, please contact …

Response to Comment No. Erickson-6

The proposed project would connect to existing municipal storm water systems. It does not involve development or construction pertaining to municipal storm water programs.

Comment No. Erickson-7

The proposed project also shall comply with the local regulations associated with the applicable Regional Board stormwater permit.

Response to Comment No. Erickson-7

The proposed project would comply with the current local regulations associated with the Ventura Countywide Storm Water Quality Management Program, NPDES Permit No. CAS004002, Order No. 00-108 as required under the City of Camarillo Public Works Department Conditions of Approval number 26 (see Response to Comment No. Erickson-1).

Comment No. Erickson-8

If the proposed project involves any construction and/or groundwater dewatering to be discharged to surface waters, the project may be subject to NPDES/Waste Discharge Requirements.

If the proposed project involves any construction and/or groundwater dewatering to be discharged to land or groundwater, the project may be subject to Waste Discharge Requirements.

Response to Comment No. Erickson-8

The proposed project would not require any construction and/or groundwater dewatering that would be discharged to surface waters, land, or groundwater.

Letter from Cheryl Powell, State of California, Department of Transportation, District 7, Office of Regional Planning, June 13, 2005

Comment No. Powell-1

We note in the traffic study report, the proposed development is projected to generate approximately 8,535 average daily vehicle trips with 179 occurring in the AM peak hour and 833 in the PM peak hour. To address transportation impacts associated with this project and build-out of the Las Posas Specific Plan, improvements to State Route 101 Northbound, Off-Ramp to Las Posas Road are recommended. Through mitigation measure V.C-5, this project would be conditioned to design ramp modifications before grading permits are issued. The above mentioned oft-ramp is to be widened and the traffic signal traffic signal modified prior to occupancy. Such modifications to State highway facilities will need to go through either the Department's encroachment permit or project initiation process. The project initiation process requires 20-year traffic volume projections and evaluation of alternatives; thus, it takes longer. Therefore, to avoid delays, we recommend the City and developer representatives coordinate with this Department as soon as possible.

Response to Comment No. Powell-1

The City of Camarillo and the project developer will coordinate with the California Department of Transportation (Caltrans) District 7. Office of Regional Planning for the recommended improvements to the State Route 101 Northbound Off-Ramp to Las Posas Road.

Comment No. Powell-2

In addition, we note the project shall participate in the City's Traffic Mitigation Fee Program that collects funds towards long term improvements to the regional highway network including State highway. Please include a discussion as to planned improvements on the State highway network through and around the City of Camarillo.

Response to Comment No. Powell-2

Improvements to the State Highway Network that are part of the City's existing Traffic Mitigation Fee Program include the following:

Construction of the new Springville Drive (formerly Airport North) Interchange with U.S. 101

Widening of the U.S. 101 Southbound Off-Ramp at Pleasant Valley Road

Lengthening the U.S. 101 Northbound Off-Ramp at Camarillo Springs Road

Reconstructing the U.S. 101 Interchange at Central Avenue

Adding second eastbound and westbound through lanes along Highway 118 at Center School Road

Adding a northbound left lane and eastbound right lane to Highway 118 at Santa Clara Avenue

The traffic mitigation fees collected for the proposed project

Comment No. Powell-3

The Final EIR for the Prado de Las Posas Specific Plan identified improvements to State Route 101 and Carmen interchange as required, so that traffic impacts related to build-out of it would be considered less than significant. We are surprised that the traffic study for the proposed project did not study this interchange and no mitigation measures are proposed at this time. Especially, since this development would use the majority of ground space within the Specific Plan and it can be surmised that this project would contribute more transportation impacts than those in remaining areas would, comments to the Notice of Preparation of the Draft EIR, we requested a discussion of the study report approved by this Department in May 1999 for planned improvements to the US 101/Airport North interchange, we reiterate that request at his time.

Response to Comment No. Powell-3

The improvements to the Carmen Drive/U.S. 101 Interchange discussed in the Final EIR for the Prado de Las Posas Specific Plan were completed by the City in 2003. These improvements were designed and constructed to accommodate existing and future traffic volumes, including the traffic volumes generated by the entire Prado de Las Posas Specific Plan and the adjacent Leonard Specific Plan. As discussed on pages V.C-13 and V.C-14 of the Draft SEIR, the traffic volumes estimated for the amended Specific Plan would be less than those originally estimated for the Specific Plan in the Final EIR for the Prado de Las Posas Specific Plan. Therefore, the City determined that the proposed project does not have the potential to significantly impact the Carmen Drive/U.S. 101 Interchange and no further analysis was required for the Draft SEIR.

Comment No. Powell-4

In our comments to the Notice of Preparation of the Draft EIR, we requested a discussion of the project study report approved by this Department in May 1999 for planned improvements to the US 101/Airport North interchange, we reiterate that request at this time.

Response to Comment No. Powell-4

The Springville Drive (formerly Airport North)/U.S. 101 interchange was proposed to provide freeway access capacity for the undeveloped portion of the Airport North Specific Plan area and the area west of Las Posas Road. The project was approved by the City of Camarillo and Caltrans in 1999, and final plans

have been submitted to Caltrans for review and approval. The City is currently in negotiations with the affected property owners and no date has been set for completion of the project.

The majority of traffic generated by the proposed project would travel along and affect the intersections along Las Posas Road. Very few vehicles are expected to utilize the Springville Drive/U.S. 101 Interchange when traveling to and from the project site. Therefore, no analysis of potential impacts to this future interchange was warranted for the Draft SEIR.

Letter from Christopher Stevens, County of Ventura, Resource Management Agency, Planning Division, June 27, 2005

Comment No. Stevens-1

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we received resulting from intra-county review of the subject document.

Response to Comment No. Stevens-1

This letter serves as a cover letter for the comments that were received from intra-county review of the Draft SEIR. Comments provided in the attached letters are responded to in subsequent paragraphs.

Letter from Scott Smith, AAE, County of Ventura, Department of Airports, June 20, 2005

Comment No. Smith-1

In addition to the listed mitigation measures, all lighting should be directed away from the Camarillo airport to prevent visual impairment to pilots taking off at night on Runway 8, towards the proposed development.

Response to Comment No. Smith-1

The mitigation measure recommended in this comment has been added to the Final SEIR as presented below.

"The following new mitigation measure is recommended to prevent visual impairment to pilots taking off at night on Runway 8, towards the Specific Plan site."

"V.A-1 All lighting shall be directed away from Camarillo Airport to prevent visual impairment to pilots taking off at night on Runway 8, towards the Specific Plan site."

Comment No. Smith-2

The proposed buildings have been previously reviewed by the FAA and found to be no hazard to air navigation per Federal Aviation Regulations (FAR) Part 77 (obstruction clearance). However, these airspace determinations <u>expired</u> on September 9, 2004 and must be resubmitted with current information to comply with Part 77.

Response to Comment No. Smith-2

The project applicant will contact the Federal Aviation Administration with current information to obtain an updated or new "Determination of No Hazard to Air Navigation" and comply with FAA Part 77.

Comment No. Smith-3

Mitigation measure 3-12.1 should be amended to require that the new avigation easement be executed between the project applicant and the County of Ventura, not the City of Camarillo.

Response to Comment No. Smith-3

Mitigation Measure 3-12.1 has been revised as presented below based on this comment.

"3-12.1 The <u>County of Ventura</u> ~~City of Camarillo~~ and the project applicant will enter into an Avigational agreement indicating the existence of activities of the airport over the property."

Comment No. Smith-4

The new mitigation measure, identified as V. B-I, should be changed to require that the project applicant obtain an encroachment into the existing avigation easement from the County of Ventura, not the Ventura County Airport Land Use Commission, because the County of Ventura is the Grantor of the easement.

Response to Comment No. Smith-4

Mitigation Measure V.B-1 has been revised as presented below based on this comment.

"V.B-1 Before the City issues a grading permit for the project, the project applicant shall obtain an encroachment into the avigation easement from the County of Ventura ~~County Airport Land Use Commission~~."

Comment No. Smith-5

In addition to these comments, the SEIR does not address concerns presented in the Department's November 19, 2004 letter sent in response to the Notice of Preparation announcement. We requested that:

- The SEIR analyze the proposed land uses in relation to the California Airport Land Use Planning Handbook (January 2003) regarding recommended uses in the Outer Approach/Departure Zone, so that the possible impacts to safety would be more completely addressed.

Response to Comment No. Smith-5

See Response to Comment No. Cohen-3.

Comment No. Smith-6

The SELR examine the plan for a grassy area for conducting outdoor events of concerts in relation to the Airport Comprehensive Land Use Plan (CLUP), which does not permit outdoor amphitheatre-type uses within the outer safety zone as depicted in the CLUP.

Response to Comment No. Smith-6

The text on page IV-7 of the Final SEIR has been revised as follows to reflect that the project would include a grassy plaza area for occasional outdoor events, but not concerts. This was a mistake in the Draft SEIR.

"The proposed project would include a grassy plaza area for occasional out door events ~~or concerts~~."

The proposed project would not include an outdoor amphitheater-type use within the Outer Safety Zone.

Comment No. Smith-7

The SEIR examine the potential sound exposure levels caused by single-aircraft events over the proposed site. This would clarity the true impacts of aircraft noise on the project site and not rely solely on CNEL as the measure of compatibility for the proposed land uses.

Response to Comment No. Smith-7

The light, single-engine propeller aircraft at comprise the majority of operations at Camarillo Airport generate maximum (L_{max}) noise levels of approximately 65 decibels (dBA) for the few seconds that they fly over the proposed project site. Other propeller aircraft, such as high performance single-engine and twin-engine propeller aircraft generate between 65 and 70 dBA L_{max} when flying over the site. The small business jet aircraft that also operate from Camarillo Airport generate noise levels between 70 and 75 dBA L_{max} for a sew seconds when flying over the site. As a means of comparison, an automobile traveling at 30 miles per hour when generate a noise levels approximately 65 dBA when measured at 50 feet from the vehicle.

Page 7-34 of the California Airport Land Use Planning Handbook states that no definitive, widely recognized, single-event noise level guidelines currently exist. The single-event noise research that has been conducted has primarily focused on specific human reactions such as sleep disturbance. Until such standards are adopted, the Handbook recommends that the use of single-event noise level data should be limited to the following three circumstances:

In supplemental evaluation of special, highly sensitive land uses such as schools and outdoor theaters;

As considerations in the design of acoustical treatments of buildings (if Airport Land Use Compatibility Plan policies or project reviews go into that level of detail); and

As one of the factors to be considered in determining the geographic extent of the area within which annoyance at aircraft overflight is a compatibility concern.

The proposed approved and proposed commercial uses are not considered to be sensitive to noise. As discussed in the Response to Comment No. Smith-6, the text on page IV-7 of the Final SEIR has been revised as follows to reflect that the project would include a grassy plaza area for occasional outdoor events, but not concerts. This was a mistake in the Draft SEIR. Therefore, the noise levels associated with aircraft flying over the project site would not cause a significant impact to employees or customers of the project site. The noise levels experienced by these people would be very similar to the noise levels experienced by the employees and customers of the Camarillo Premium Outlets and the Edwards Camarillo Palace 12 located to the east of the site and also within the flight path of Camarillo Airport.

Memorandum from Alicia Stratton, Ventura County Air Pollution Control District, June 22, 2005

Comment No. Stratton-1

District staff concurs with the findings of Section D (Air Quality) of the mitigated negative declaration that with project mitigation, significant air quality impacts will not result from the project. We have reviewed the appendix containing the explanation of changes made to the default settings in URBEMIS 2002 and also concur with those changes, based on the proposed project.

Response to Comment No. Stratton-1

This memorandum states that Ventura County Air Pollution Control District staff concurs with findings of Section D (Air Quality) of the environmental document. District staff also concurs with the information presented in the appendix to the Air Quality section.

Memorandum from Nazir Laliani, County of Ventura, Public Works Agency, Transportation Department, June 24, 2005

Comment No. Laliani-1

The subsequent DEIR indicated that this project would generate 8,535 average daily trips (ADT). 2,560 APT is considered as passer-by trips and 5,975 ADT is the project primary trips. No project specific impacts on County roadways were identified in the Initial Study. As noted in our memo regarding the Notice of preparation of a DEIR, dated November 18, 2004, the DEIR should evaluate the project specific impact the County's transportation system and roadway network in the unincorporated area, in particular Las Poses Road, Pleasant Valley Road, Wood Road and Lewis Road and the intersections along these roadways. If this project will have a significant impact on the County's Regional Road Network, the Transportation Department will require the applicant to mitigate the impacts to less than significant levels.

Response to Comment No. Laliani-1

Traffic related impacts to the County intersections of Las Posas Road at Pleasant Valley Road and Las Posas Road at East 5th Street were evaluated in the Final EIR for the Prado de Las Posas Specific Plan, which concluded that the impacts would be less than significant. As discussed on pages V.C-13 and V.C-14 of the Draft SEIR, the traffic volumes estimated for the amended Specific Plan would be less than those originally estimated for the Specific Plan in the Final EIR for the Prado de Las Posas Specific Plan. Therefore, the City determined that the evaluation of impacts to intersections did not need to be as extensive as the previous analysis. The evaluation of impacts was limited by City staff to the intersections in the immediate vicinity of the Specific Plan site that that would receive a large percentage of the traffic generated by the site development.

Table V.C-7 on page V.C-12 of the Draft SEIR indicates that approximately 10 percent of the traffic generated by the amended Specific Plan would travel south of Ventura Boulevard along Las Posas Road. Figure 7 on page 19 of the Camarillo Promenade Traffic and Circulation Study (Appendix C to the Draft SEIR) illustrates that 41 A.M. peak hour trips and 115 P.M. peak hour trips would travel along Las Posas Road south of Camarillo Center Drive when the entire Specific Plan is developed. The proposed project would generate a portion of this peak hour traffic. City staff determined that these traffic volumes did not warrant analysis of potential impacts to roadways or intersections located south of the Specific Plan site.

Tables V.C-8 and V.C-9 on pages V.C-13 and V.C-14, respectively of the Draft SEIR illustrates that the proposed project would not have a significant impact at any of the study area intersections. Impacts to intersection located further from the site, including those in the unincorporated area would be even less than those calculated for the nearby intersections. As such, they are also expected to be less than significant.

Comment No. Laliani-2

As noted in our memo regarding the Notice of preparation on of a DEIR dated November 18, 2004, the DEIR should address/mitigate the cumulative impact of this project to the Regional Road Network. The project should be conditioned to pay a Traffic Impact Mitigation Fee (TIMF) to the County, which was specifical1y developed to provide a methodology for mitigation of cumulative traffic impacts. The City of Camarillo approved a Reciprocal Traffic Mitigation Agreement with the County, which requires that for all "discretionary projects" within the City, the City shall cause to be paid to the County a TIMF. The Subsequent DEIR should be revised to include this condition. Based on the information provided in the report, the before the issuance of a building permit, the applicant it required to pay a TIMF to the County of Ventura. Based or the information provided by the applicant the amount of TIMF owed to the County is:

5,975 APT X S 46.56 = $278,396

The above estimated fee may be subject to adjustment at the tune of deposit, due to provisions in the Traffic Impact Mitigation Ordinance allowing the fee to be adjusted for inflation based on the Engineering New Record (ENR) construction cost index. The above is an estimate only based on information provided in the SDEIR. If the project cumulative impacts are not mitigated by payment of a traffic mitigation fee, current General Plan policy will require County opposition to this project.

Response to Comment No. Laliani-2

The Traffic Impact Mitigation Fee (TIMF) is a component of the City of Camarillo Traffic Mitigation Fee Project. Therefore, contribution to the TIMF is already addressed through Mitigation Measure 3-2.4 of the Draft SEIR as well as one of the City's standard Conditions of Approval. City staff calculates the final contribution at a later stage of project development using the methodology approved by the City of Camarillo City Council. Upon payment of the Traffic Mitigation Fee, the City will forward the TIMF portion to the County.

Comment No. Laliani-3

Page V.C.-17 of Section 5 should be revised to condition the project to pay the County's TIMF of $273,196 per the Traffic Mitigation Fee Reciprocal Agreement. The payment of the fee should also be incorporated in the Traffic and Transportation Section of Table II-1.

Response to Comment No. Laliani-3

The TIMF is a component of the City of Camarillo Traffic Mitigation Fee Project. Therefore, contribution to the TIMF is already addressed through Mitigation Measure 3-2.4 of the Draft SEIR. Therefore, the text in the SEIR does not need to be revised as requested in this comment.

Memorandum from Paul Callaway, Ventura County Watershed Protection District, Planning and Regulatory Division, June 27, 2005

Comment No. Callaway-1

This letter from the Watershed Protection District, Ventura County signed by Kevin Keivanfar addresses the concerns from our purview.

Response to Comment No. Callaway-1

See Response to Comments Keivanfar-1 and Keivanfar-2.

Letter from Kevin Keivanfar, P.E., Ventura County Watershed Protection District, Flood Control Department, November 9, 2004

Comment No. Keivanfar-1

The Ventura County Watershed Protection District (District) has reviewed the submittal for issues under District purview. The project is adjacent to Camarillo Hills Drain, a District jurisdictional watercourse. The applicant should be informed that any existing or proposed direct drain connections to District jurisdictional facilities or construction within District rights-of-way/easements are subject to District review and permitting.

Response to Comment No. Keivanfar-1

The potential impacts to hydrology and water quality associated with the Prado de Las Posas Specific Plan were evaluated in the Final EIR for the Prado de Las Posas Specific Plan (1995). Although the Specific Plan site is located adjacent to the Camarillo Hills Drain, runoff from the site would be directed to the southwest corner of the site for discharge into the Las Posas Road Ditch. No runoff from the Specific Plan site would flow into the Camarillo Hills Drain. Mitigation Measure 3-10.24 from the Final EIR to the Prado de Las Posas Specific Plan requires drainage facilities to be designed to County Flood Control District standards.

Comment No. Keivanfar-2

Development shall be undertaken in accordance with conditions and requirements of the Ventura Countywide Storm Water Quality Management Program, National Pollutant Discharge Elimination System (NPDES) Permit No. CAS004002, which includes the requirement for a Stormwater Polllution Control Plan, or equivalent document, covering water quality protection during the construction phase of the project and the Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) requirements.

Response to Comment No. Keivanfar-2

The proposed project would comply with the current local regulations associated with the Ventura Countywide Storm Water Quality Management Program, NPDES Permit No. CAS004002, Order No. 00-108 as required under the City of Camarillo Public Works Department Conditions of Approval number 26 (see Response to Comment No. Erickson-1).

APPENDIX F

Mitigation Monitoring and Reporting Program

MITIGATION MONITORING AND REPORTING PROGRAM

MITIGATION MEASURES FROM THE FINAL SUBSEQUENT EIR TO THE PRADO DE LAS POSAS SPECIFIC PLAN EIR

Mitigation Measure	*Implementation*	*Timing*	*Monitoring*
Visual Resources			
3-7.2 The buildings shall use non-metallic, low reflective glass (30 percent or lower reflective factor) and building materials to keep daytime glare to a minimum.	Developer shall provide building design documents to the City for review and approval	Prior to issuance of building permits	Building and Safety Department
3-7.3 Due to the proximity of the Camarillo Airport, light should be shielded and directed downward. Glare should be retained within the boundary of the individual projects.	Developer shall provide building design documents to the City for review and approval	Prior to issuance of building permits	Building and Safety Department
3-7.4 Outdoor lighting (street, security) shall be designed and installed (including glare shields) so that all direct rays are confined to the site, and adjacent properties, natural open space areas and night skies are protected from light and glare.	Developer shall provide building design documents to the City for review and approval	Prior to issuance of building permits	Building and Safety Department
3-7.5 No lighting shall blink, flash, or be of unusually high intensity or brightness.	Developer shall provide building design documents to the City for review and approval	Prior to issuance of building permits	Building and Safety Department
3-7.6 Fixtures and standards shall conform to state and local safety and illumination requirements.	Developer shall provide building design documents to the City for review and approval	Prior to issuance of building permits	Building and Safety Department
3-7.7 Automatic timers on lighting shall be designed to maximize personal safety during nighttime use while saving energy.	Developer shall provide building design documents to the City for review and approval	Prior to issuance of building permits	Building and Safety Department
3-7.8 Nighttime security lighting shall include the use of low light stanchions directing light toward the interior of proposed parking areas and campus.	Developer shall provide building design documents to the City for review and approval	Prior to issuance of building permits	Building and Safety Department

MITIGATION MEASURES FROM THE FINAL SUBSEQUENT EIR TO THE PRADO DE LAS POSAS SPECIFIC PLAN EIR

	Mitigation Measure	*Implementation*	*Timing*	*Monitoring*
3-7.9	Entries, courtyards and parking areas shall be lighted for pedestrian safety.	Developer shall provide building design documents to the City for review and approval	Prior to issuance of building permits	Building and Safety Department
V.A-1	All lighting shall be directed away from Camarillo Airport to prevent visual impairment to pilots taking off at night on Runway 8, towards the Specific Plan site.	Developer shall provide building design documents to the City for review and approval	Prior to issuance of building permits	Building and Safety Department
Hazards and Hazardous Materials				
3-12.1	The County of Ventura and the project applicant will enter into an Avigational agreement indicating the existence of activities of the airport over the property.	Developer shall present to the City evidence of the approved avigational agreement	Prior to issuance of grading permits	Community Development Department
3-12.2	The CC&Rs will incorporate conditions of the Avigational Easement.	Developer shall provide CC&Rs document to the City for review and approval	Prior to issuance of building permits	Community Development Department
3-12.3	The project applicant will not construct or permit the construction or growth of any structure, tree or other object that penetrates an approved, transitional, horizontal or control surface or that constitutes an obstruction to air navigation under FAA Part 77; or that obstructs or interferes with the use of the flight easements and rights of way granted or that creates electrical interference with radio communication between any installation upon the airport and aircraft; or as to make it difficult to distinguish between airport lights and other lights; or as to impair visibility in the vicinity of the airport; or as otherwise to endanger the landing, take-off or maneuvering of the aircraft.	Developer shall provide building design documents to the City for review and approval	Prior to issuance of building permits	Building and Safety Department
3-12.4	The project applicant shall file a Notice of Proposed Construction and Alteration (FAA Form 7460-1) with the FAA, in accordance with FAR Part 77, prior to construction.	Developer shall present to the City evidence that a Notice of Proposed Construction and Alteration was filed with the FAA	Prior to issuance of grading permits	Community Development Department
3-12.5	Building plans shall be submitted to the City to review their consistency with applicable aviation easements.	Developer shall provide building design documents to the City for review and approval	Prior to issuance of building permits	Building and Safety Department

MITIGATION MEASURES FROM THE FINAL SUBSEQUENT EIR TO THE PRADO DE LAS POSAS SPECIFIC PLAN EIR

	Mitigation Measure	*Implementation*	*Timing*	*Monitoring*
3-12.6	Any electronic equipment to be operated on-site that might interfere with airport operations will require a Federal Communications Commission (FCC) permit. Prospective users of such equipment would have to eliminate any interference through the use of insulation materials or other means.	Developer and property manager shall provide building design documents to the City for review and approval	Prior to issuance of building permits and any time that the installation and operation of applicable electronic equipment is requested of the property manager	Building and Safety Department
V.B-1	Before the City issues a grading permit for the project, the project applicant shall obtain an encroachment into the avigation easement from the County of Ventura.	Developer shall present to the City evidence of the approved encroachment into the avigational easement	Prior to issuance of grading permits	Community Development Department
Transportation and Traffic				
3-2.2	Dedicate the right-of-way required on Las Posas Road bordering the project for ultimate half-section widths. This will provide three travel lanes on Las Posas Road for northbound traffic.	Developer shall provide site design documents to the City for review and approval	Prior to issuance of grading permits	Public Works Department
3-2.4	Participate in the City of Camarillo Traffic Mitigation Fee Program.	Developer shall pay the Camarillo Traffic Mitigation Fee	Prior to issuance of grading permits	Public Works Department
3-2.5	Develop an internal signing and striping plan that will provide "clear signage" to service/delivery vehicles and for internal intersection controls. Install "STOP" signs and all associated pavement markings at the unsignalized egress points on Ventura Boulevard and Camarillo Center Drive to control exiting traffic.	Developer shall provide site design documents to the City for review and approval and install the required "Stop" signs	Prior to issuance of grading permits and prior to certificates of occupancy	Public Works Department
3-2.6	Validate final plans, including landscaping plans, for adequate sight distance on Ventura Boulevard and Camarillo Center Drive, especially at driveway locations.	Developer shall provide site design documents to the City for review and approval	Prior to issuance of grading permits	Public Works Department
3-2.8	Construct Las Posas Road bordering the project to ultimate half-section widths, providing a third northbound through lane on Las Posas Road between Camarillo Center Drive and Ventura Boulevard.	Developer shall provide roadway improvement design documents to the City for review and approval, and construct the required improvements	Prior to issuance of grading permits and prior to certificates of occupancy	Public Works Department
3-2.9	Provide a northbound right-turn lane on Las Posas Road/West Ventura Boulevard.	Developer shall provide roadway improvement design documents to the City for review and approval, and construct the required improvements	Prior to issuance of grading permits and prior to certificates of occupancy	Public Works Department

MITIGATION MEASURES FROM THE FINAL SUBSEQUENT EIR TO THE PRADO DE LAS POSAS SPECIFIC PLAN EIR

Mitigation Measure		*Implementation*	*Timing*	*Monitoring*
3-2.13	Based on City of Camarillo Guidelines, the project applicant shall be expected to participate in the City's Traffic Mitigation Fee Program, established by Ordinance Number 696, to pay its "fair-share" for the cost of long-term improvements.	Developer shall pay the Camarillo Traffic Mitigation Fee	Prior to issuance of grading permits	Public Works Department
3-2.14	Install a traffic signal at Driveway #1, which is located approximately 800 feet east of Las Posas Road. The developer shall design the signal before the City issues a grading permit and the signal shall be installed before occupancy.	Developer shall provide site improvement design documents to the City for review and approval, and install the required traffic signal	Prior to issuance of grading permits and prior to certificates of occupancy	Public Works Department
3-2.16	Develop an internal signing and striping plan that will provide "clear signage" to service/delivery vehicles and for internal intersection controls. Install "STOP" signs and all associated pavement markings at the unsignalized egress points on Ventura Boulevard and Camarillo Center Drive to control exiting traffic.	Developer shall provide roadway improvement design documents to the City for review and approval, and construct the required improvements	Prior to issuance of grading permits and prior to certificates of occupancy	Public Works Department
V.C-1	The project developer shall post securities for the design and installation of a traffic signal on Ventura Boulevard at Factory Outlet Drive. Within one year following occupancy, a signal warrant study for the intersection shall be performed. If signal warrants are met, the developers shall design and install the traffic signal at this location. If a signal is not warranted within one year, the City will continue to monitor the intersections. When warrants are met, the developers shall design and install the traffic signal.	Developer shall provide proof of posted securities and, when warrants are met, install the traffic signal	Prior to issuance of grading permits and when warrants are met	Public Works Department
V.C-2	The project developer shall post securities for the design and installation of a traffic signal on Ventura Boulevard at Camarillo Center Drive. Within one year following occupancy, a signal warrant study for the intersection shall be performed. If signal warrants are met, the developers shall design and install the traffic signal at this location. If a signal is not warranted within one year, the City will continue to monitor the intersections. When warrants are met, the developers shall design and install the traffic signal.	Developer shall provide proof of posted securities and, when warrants are met, install the traffic signal	Prior to issuance of grading permits and when warrants are met	Public Works Department

MITIGATION MEASURES FROM THE FINAL SUBSEQUENT EIR TO THE PRADO DE LAS POSAS SPECIFIC PLAN EIR

Mitigation Measure	*Implementation*	*Timing*	*Monitoring*
V.C-3 Before the City issues a grading permit for the project, the developer shall design a traffic signal interconnect between the existing and proposed traffic signals along Ventura Boulevard between Las Posas Road and Granada Street. The developer shall install the traffic signal before occupancy of the project.	Developer shall provide roadway improvement design documents to the City for review and approval, and construct the required improvements	Prior to issuance of grading permits and prior to certificates of occupancy	Public Works Department
V.C-4 Before the City issues a grading permit for the project, the developer shall design and prior to occupancy the developer shall re-stripe the intersection of Daily Drive and Las Posas Road to provide separate left, through, and right-turn lanes eastbound on Daily Drive.	Developer shall provide roadway improvement design documents to the City for review and approval, and construct the required improvements	Prior to issuance of grading permits and prior to certificates of occupancy	Public Works Department
V.C-5 Before the City issues a grading permit for the project, the developer shall design and prior to occupancy the developer shall widen the U.S. 101 northbound off-ramp at Las Posas Road to provide dual-left and separate right-turn lanes, and modify the traffic signal.	Developer shall provide roadway improvement design documents to the City for review and approval, and construct the required improvements	Prior to issuance of grading permits and prior to certificates of occupancy	Public Works Department
Air Quality			
3-3.1 All active portions of construction sites, earthen access roads, and material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice a day with complete coverage, preferably in the late morning and after work is done for the day. Where feasible, reclaimed water shall be used.	Measures shall be included in construction documents and implemented during grading and construction	Prior to issuance of grading permits and during grading and construction	Community Development Department
3-3.2 All clearing, grading, earth moving, or excavation activities shall cease during periods of winds greater than 20 miles per hour average over one hour.	Measures shall be included in construction documents and implemented during grading and construction	Prior to issuance of grading permits and during grading and construction	Community Development Department
3-3.3 All material transported off-site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.	Measures shall be included in construction documents and implemented during grading and construction	Prior to issuance of grading permits and during grading and construction	Community Development Department

MITIGATION MEASURES FROM THE FINAL SUBSEQUENT EIR TO THE PRADO DE LAS POSAS SPECIFIC PLAN EIR

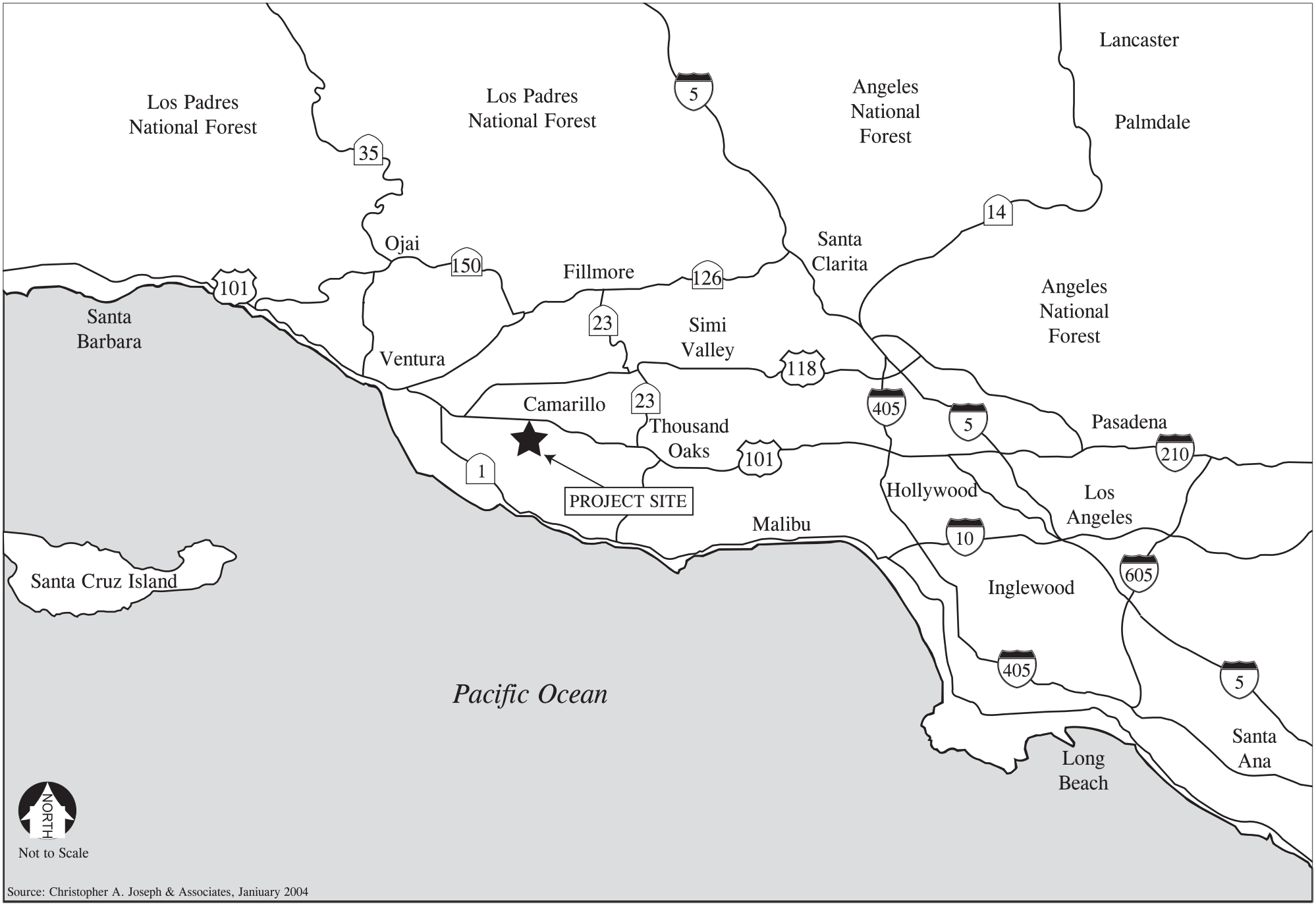
	Mitigation Measure	*Implementation*	*Timing*	*Monitoring*
3-3.4	The area disturbed by clearing, earth moving, or excavation activities shall be minimized at all times. This can be accomplished my mowing instead of disking for weed control, and seeding and watering inactive portions of the construction site until grass growth is evident.	Measures shall be included in construction documents and implemented during grading and construction	Prior to issuance of grading permits and during grading and construction	Community Development Department
3-3.5	Construction site vehicle speed on unpaved areas shall be limited to 15 miles per hour.	Measures shall be included in construction documents and implemented during grading and construction	Prior to issuance of grading permits and during grading and construction	Community Development Department
3-3.6	Soil binders shall be used to stabilize loose soil.	Measures shall be included in construction documents and implemented during grading and construction	Prior to issuance of grading permits and during grading and construction	Community Development Department
3-3.7	Streets adjacent to the project site shall be swept as needed to remove silt which may have accumulated from construction activities.	Measures shall be included in construction documents and implemented during grading and construction	Prior to issuance of grading permits and during grading and construction	Community Development Department
3-3.8	Ground cover shall be planted and roadways paved as soon as practicable in the construction process.	Measures shall be included in construction documents and implemented during grading and construction	Prior to issuance of grading permits and during grading and construction	Community Development Department
3-3.9	All internal combustion engine driven equipment shall be properly maintained and well tuned according to the manufacturer's specifications.	Measures shall be included in construction documents and implemented during grading and construction	Prior to issuance of grading permits and during grading and construction	Community Development Department
3-3.10	When available, diesel powered or electric equipment shall be utilized in lieu of gasoline powered engines.	Measures shall be included in construction documents and implemented during grading and construction	Prior to issuance of grading permits and during grading and construction	Community Development Department
3-3.11	Ridesharing for the construction crew shall be supported and encouraged.	Measures shall be included in construction documents and implemented during grading and construction	Prior to issuance of grading permits and during grading and construction	Community Development Department

MITIGATION MEASURES FROM THE FINAL SUBSEQUENT EIR TO THE PRADO DE LAS POSAS SPECIFIC PLAN EIR

Mitigation Measure	*Implementation*	*Timing*	*Monitoring*
3-3.12 Energy Efficiency • Use building materials that do not require use of paints and solvents such as wood molding and trim products and pre-primed wallboard. • Require recycling bins in addition to trash bins and contract for recycling services. • Increase walls and ceiling insulation beyond Title 24 requirements. • Use of shade trees to reduce building and parking lot heat. • Landscaping to include water efficient plant species and irrigation to reduce water consumption and provide passive solar benefits. • Use energy efficient and automated controls for air conditioners. • Use energy efficient low sodium parking lot lights. • Use lighting controls and energy efficient lighting. • Low-polluting and high-efficiency appliances shall be installed wherever possible.	Developer shall provide building design documents to the City for review and approval	Prior to issuance of building permits	Building and Safety Department
3-3.13 Provide preferential parking spaces for carpools and vanpools, similar to handicapped vehicle provisions.	Developer shall provide site improvement design documents to the City for review and approval, and provide the required preferential parking spaces	Prior to issuance of building permits and prior to certificates of occupancy	Public Works Department
3-3.14 Design ingress and egress points to minimize idling vehicle emissions.	Developer shall provide site improvement design documents to the City for review and approval	Prior to issuance of building permits	Public Works Department
3-3.15 Provide transit shelters, on-site bicycle parking facilities and other bicycle amenities to encourage alternative transportation modes.	Developer shall provide site improvement design documents to the City for review and approval, and provide the required preferential parking spaces	Prior to issuance of building permits and prior to certificates of occupancy	Public Works Department

MITIGATION MEASURES FROM THE FINAL SUBSEQUENT EIR TO THE PRADO DE LAS POSAS SPECIFIC PLAN EIR

Mitigation Measure	*Implementation*	*Timing*	*Monitoring*
3-3.16 Schedule deliveries and other truck trips for off-peak traffic hours.	Developer shall provide CC&Rs document to the City for review and approval	Prior to issuance of building permits	Community Development Department
3-3.17 Contact local transit agencies to determine bus routing adjacent to the site and bus stop turnout requirements before project designs are finalized.	Developer shall provide site verification of consultation with local transit agencies	Prior to issuance of grading permits	Community Development Department
3-3.18 All traffic flow improvements suggested in the traffic section shall be implemented to reduce exhaust emissions.	Developer shall provide site and roadway improvement design documents to the City for review and approval, and implement the required improvements	Prior to issuance of building permits and prior to certificates of occupancy	Public Works Department
3-3.19 The development shall agree to participate in a Transportation Management Organization (TMO), such as the one proposed for the Airport North Specific Plan area.	Developer shall provide CC&Rs document to the City for review and approval	Prior to issuance of certificates of occupancy	Community Development Department
V.D-1 The project developer shall contribute a total of $627,055 to a TDM fund managed by the City of Camarillo. This contribution is based on the percentage of the total average daily emissions that would be generated by the proposed project in relation to the entire Prado de Las Posas Specific Plan (reference Table V.D-6) and the total cost required to mitigate the impacts associated with the Specific Plan development.	Developer shall pay the required fee to the City-managed TDM fund	Prior to issuance of certificates of occupancy	Community Development Department



Source: Christopher A. Joseph & Associates, Janiuary 2004

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Figure III-1
Regional Map

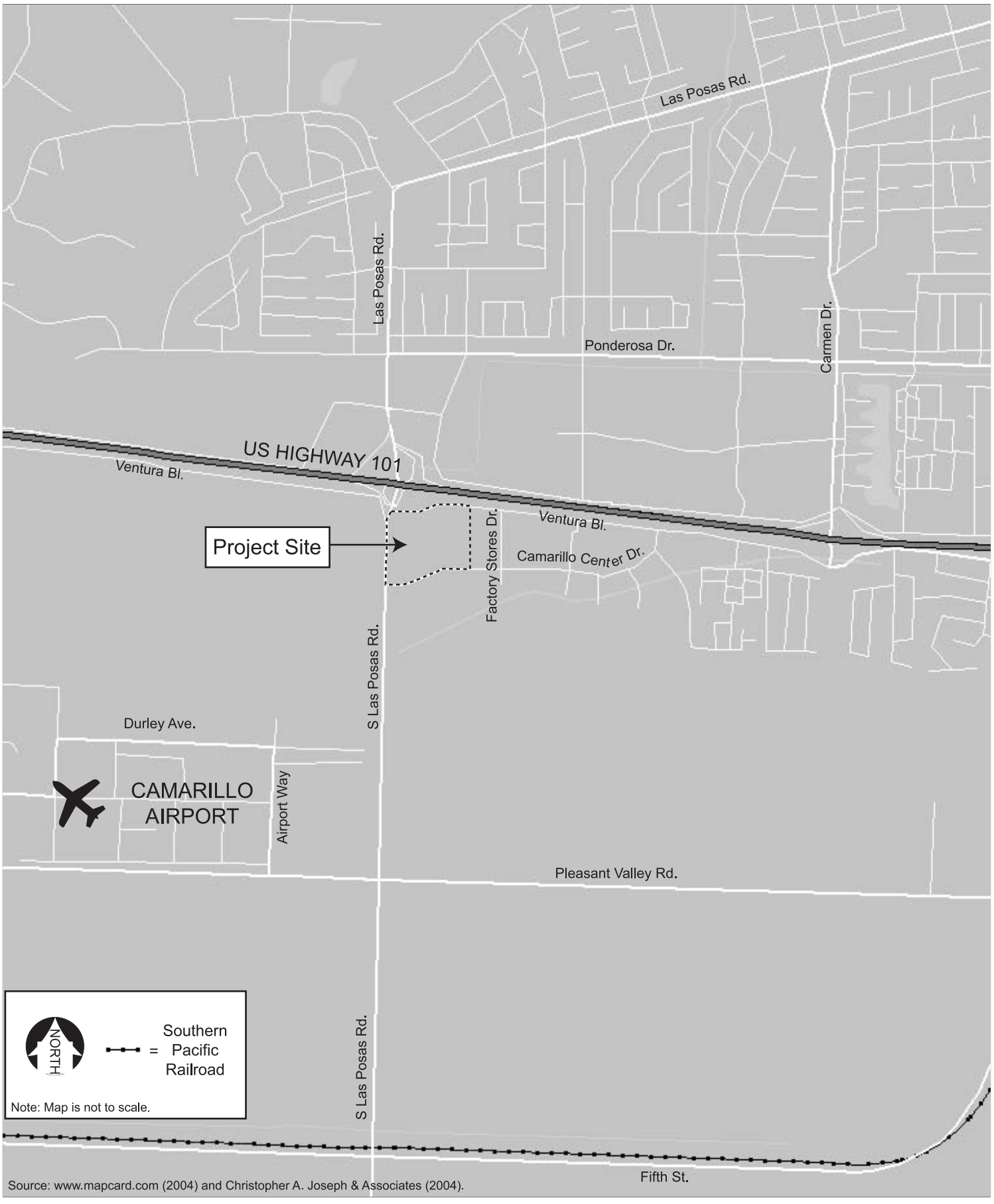

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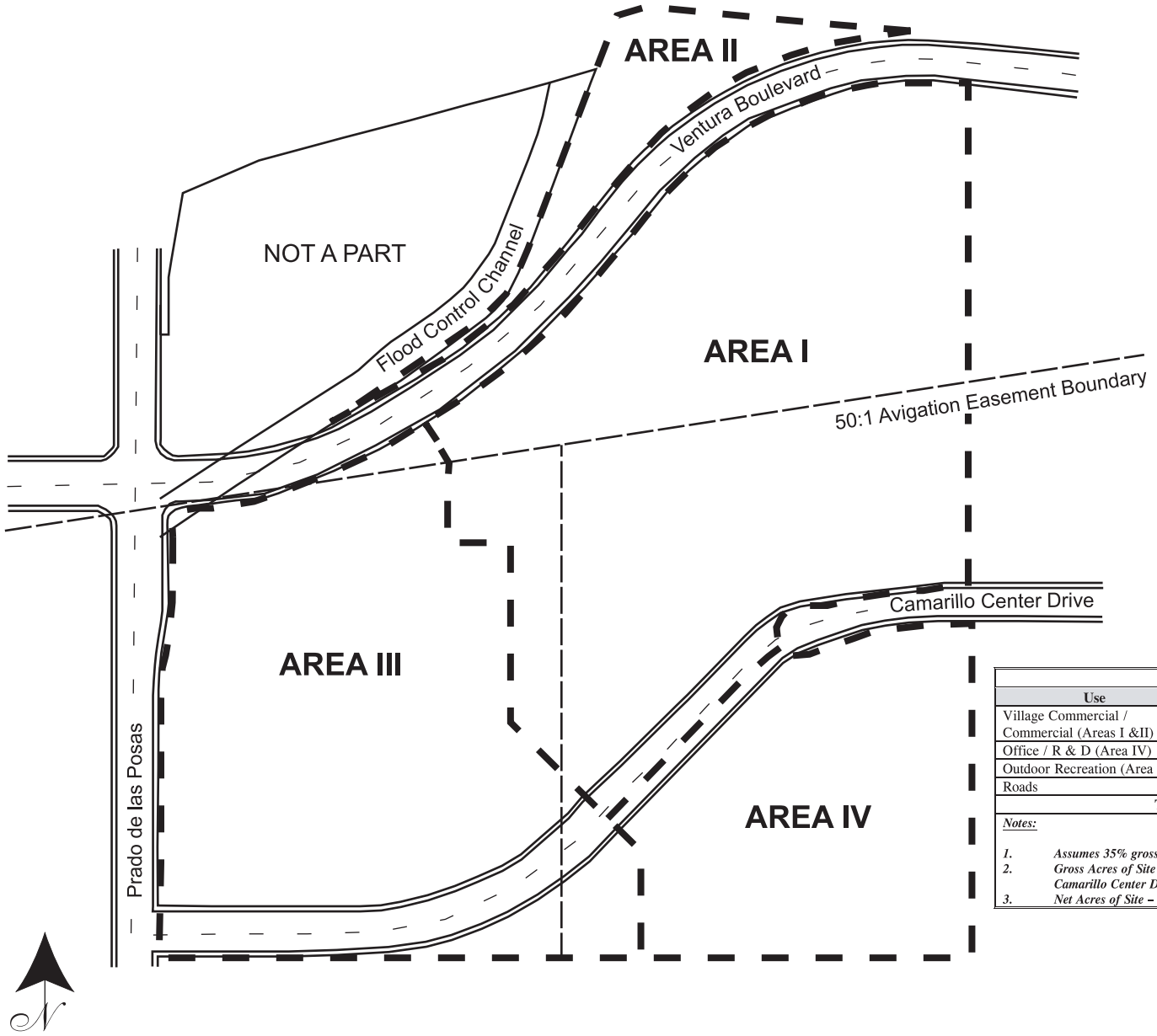
Figure III-2
Vicinity Map



Prado de las Posas Specific Plan EIR			
Use	**Acres [2]**	**Percent of Total Acres**	**Square Feet**
Village Commercial / Commercial (Areas I &II)	27.6	45.0	285,600
Office / R & D (Area IV)	9.9	16.2	151,316 [1]
Outdoor Recreation (Area III)	18.8	30.6	15,000
Roads	5.0	8.2	-
Total	**61.3**	**100.0**	**451,916**

Notes:

1. *Assumes 35% gross leaseable area to site area ratio.*
2. *Gross Acres of Site – 61.3. Includes abandoned existing Ventura Blvd., realigned Ventura Blvd., Camarillo Center Drive and Prado de las Posas right-turn lane.*
3. *Net Acres of Site – 56.3 acres. Includes abandoned existing Ventura Blvd. ROW.*

Source: Schoell & Paul Inc., AIA, 1995.

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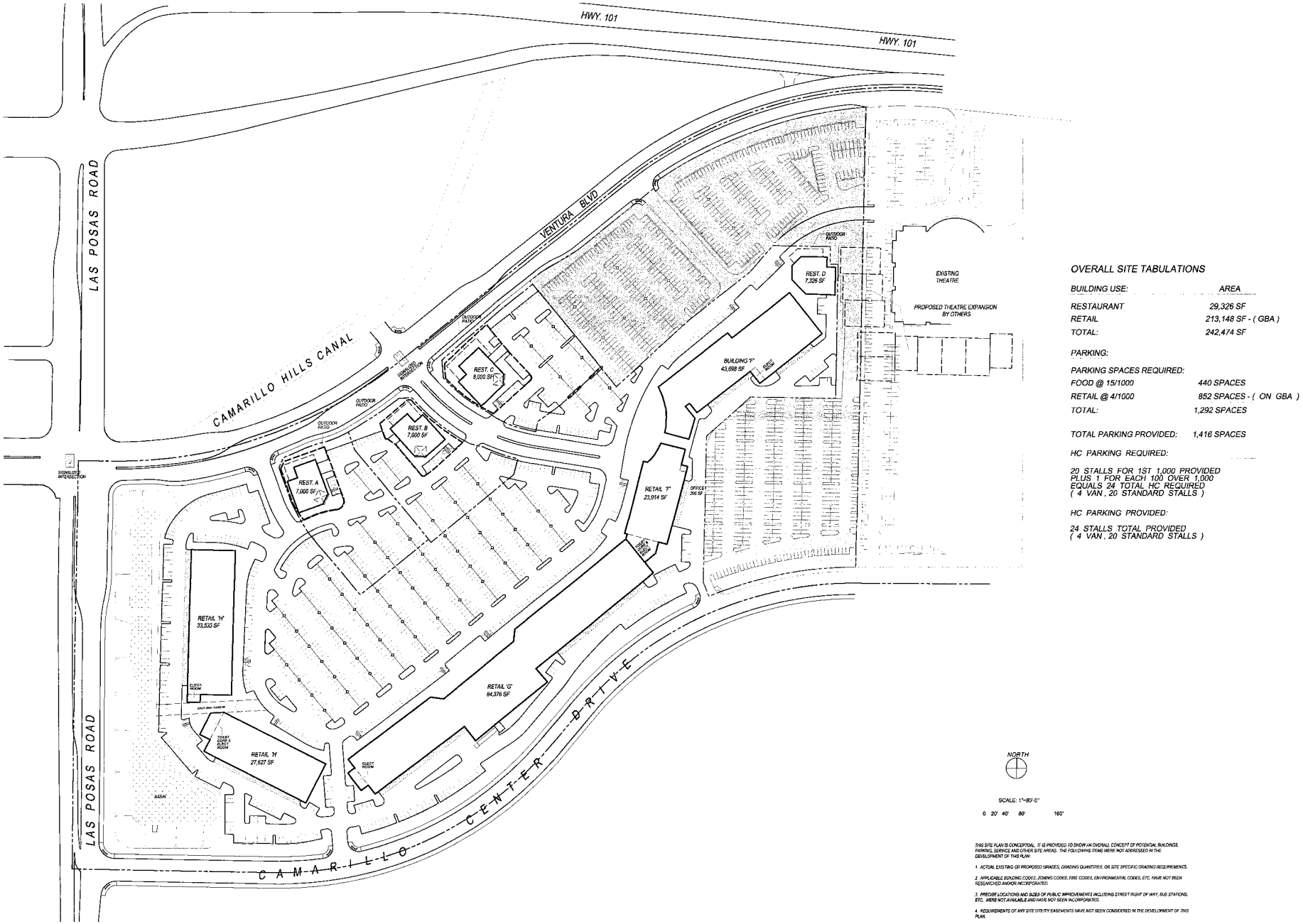
Figure IV-1
Prado de las Posas Specific Plan EIR Conceptual Site Plan



OVERALL SITE TABULATIONS

BUILDING USE:	AREA
RESTAURANT	29,326 SF
RETAIL	213,148 SF - (GBA)
TOTAL:	242,474 SF

PARKING:

PARKING SPACES REQUIRED:

FOOD @ 15/1000	440 SPACES
RETAIL @ 4/1000	852 SPACES - (ON GBA)
TOTAL:	1,292 SPACES

TOTAL PARKING PROVIDED: 1,416 SPACES

HC PARKING REQUIRED:

20 STALLS FOR 1ST 1,000 PROVIDED
PLUS 1 FOR EACH 100 OVER 1,000
EQUALS 24 TOTAL HC REQUIRED
(4 VAN , 20 STANDARD STALLS)

HC PARKING PROVIDED:

24 STALLS TOTAL PROVIDED
(4 VAN , 20 STANDARD STALLS)

THIS SITE PLAN IS CONCEPTUAL. IT IS PROVIDED TO SHOW AN OVERALL CONCEPT OF POTENTIAL BUILDINGS, PARKING, SERVICE AND OTHER SITE AREAS. THE FOLLOWING ITEMS WERE NOT ADDRESSED IN THE DEVELOPMENT OF THIS PLAN:

1. ACTUAL EXISTING OR PROPOSED GRADES, GRADING QUANTITIES, OR SITE SPECIFIC GRADING REQUIREMENTS.
2. APPLICABLE BUILDING CODES, ZONING CODES, FIRE CODES, ENVIRONMENTAL CODES, ETC. HAVE NOT BEEN RESEARCHED AND/OR INCORPORATED.
3. PRECISE LOCATIONS AND SIZES OF PUBLIC IMPROVEMENTS INCLUDING STREET RIGHT OF WAY, BUS STATIONS, ETC. WERE NOT AVAILABLE AND HAVE NOT BEEN INCORPORATED.
4. REQUIREMENTS OF ANY SITE UTILITY EASEMENTS HAVE NOT BEEN CONSIDERED IN THE DEVELOPMENT OF THIS PLAN.

Source: Architects Orange, November 2004.

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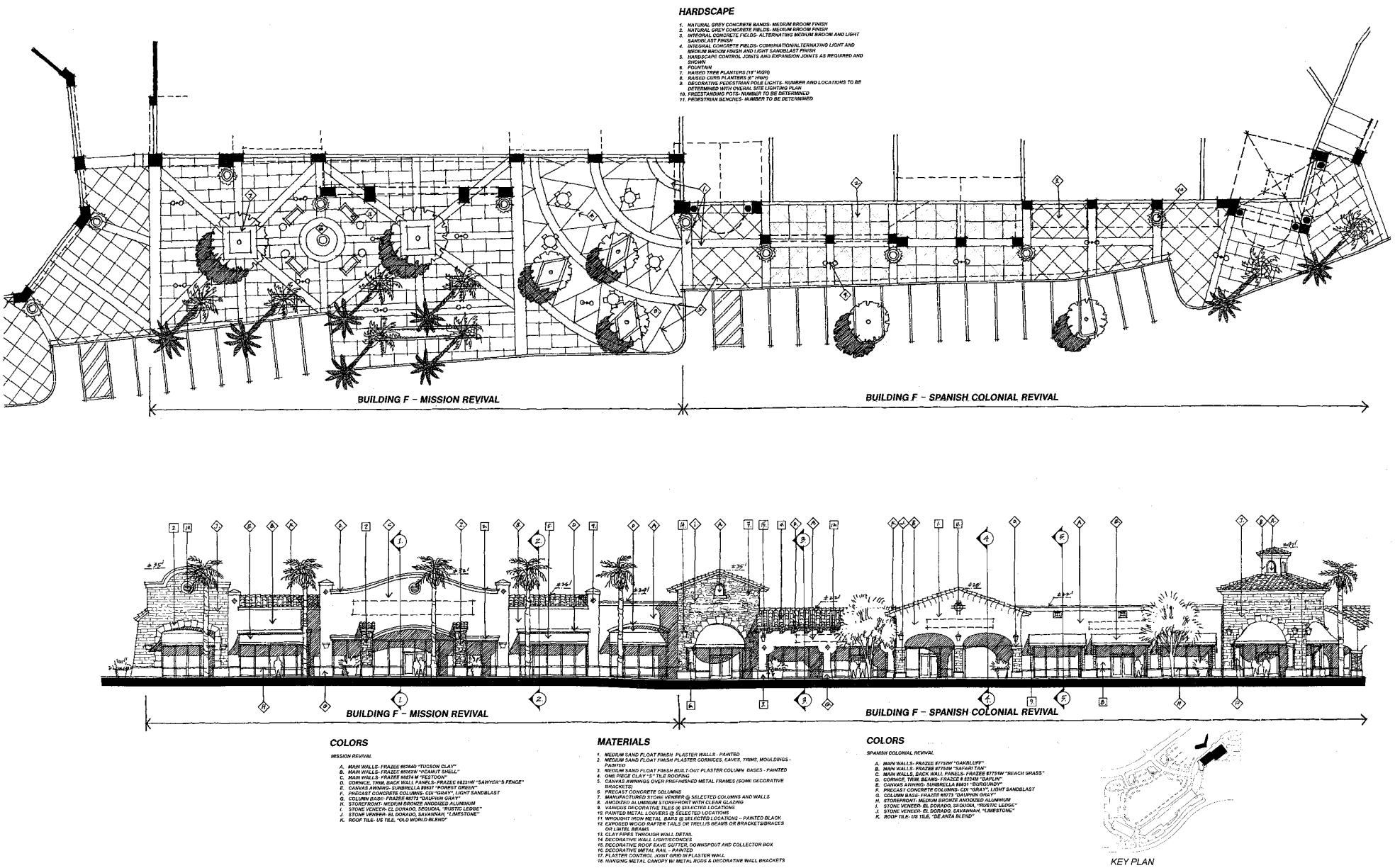
Environmental Planning and Research

Figure IV-2
Proposed Project Site Plan



Source: Architects Orange, November 2004.

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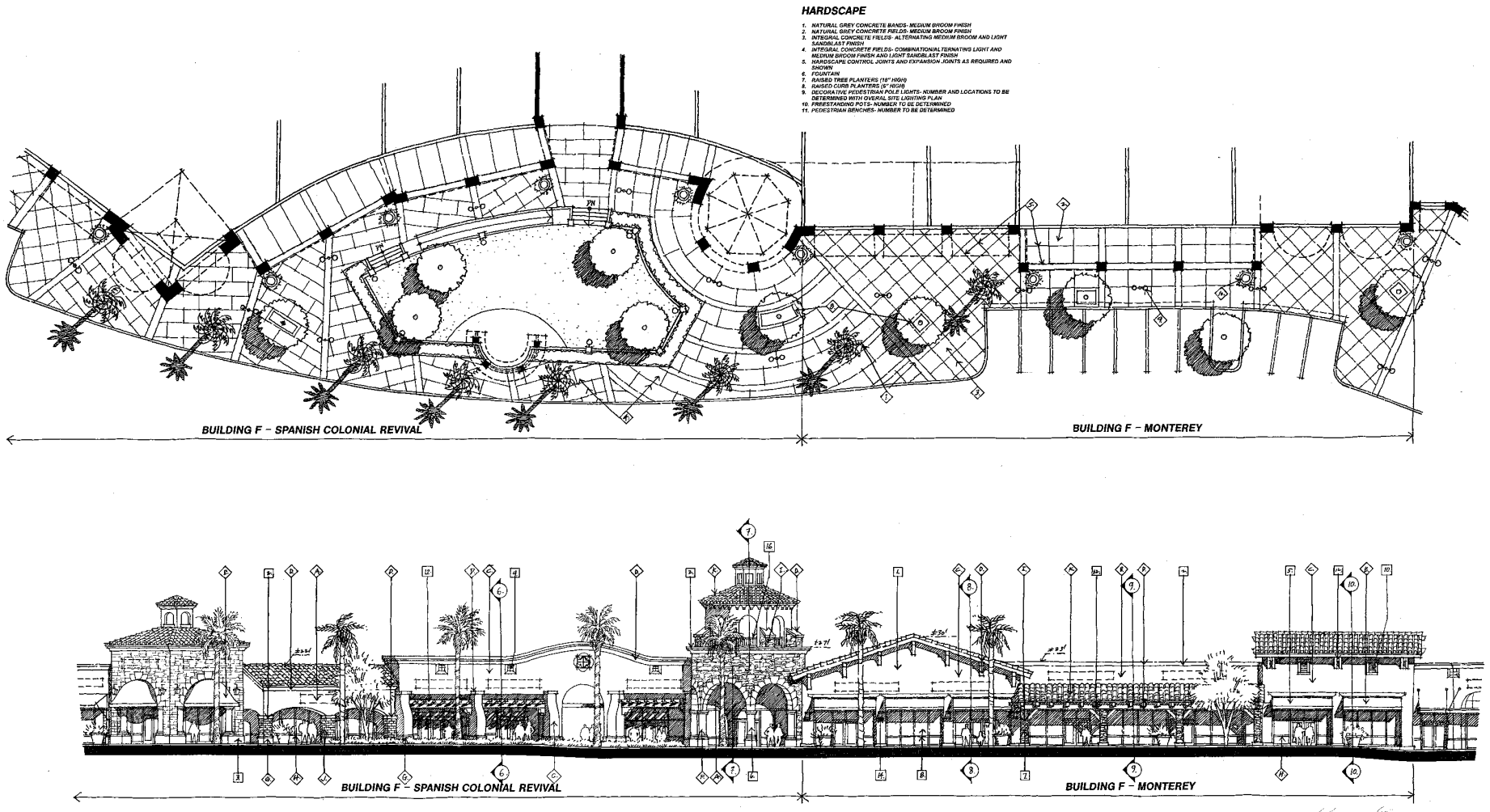
Figure IV-3
Preliminary Elevations Building F #1



COLORS

SPANISH COLONIAL REVIVAL

A. MAIN WALLS- FRAZEE #7751W "OAKBLUFF"
B. MAIN WALLS- FRAZEE #7754W "SAFARI TAN"
C. MAIN WALLS, BACK WALL PANELS- FRAZEE #7751W "BEACH GRASS"
D. CORNICE, TRIM, BEAMS- FRAZEE # 8234W "DAPLIN"
E. CANVAS AWNING- SUNBRELLA #8631 "BURGUNDY"
F. PRECAST CONCRETE COLUMNS- COI "GRAY"; LIGHT SANDBLAST
G. COLUMN BASE- FRAZEE #8772 "DAUPHIN GRAY"
H. STOREFRONT- MEDIUM BRONZE ANODIZED ALUMINUM
I. STONE VENEER- EL DORADO, SEQUOIA, "RUSTIC LEDGE"
J. STONE VENEER- EL DORADO, SAVANNAH, "LIMESTONE"
K. ROOF TILE- US TILE, "DE ANZA BLEND"

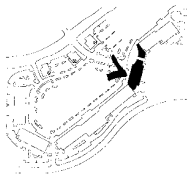
MATERIALS

1. MEDIUM SAND FLOAT FINISH PLASTER WALLS - PAINTED
2. MEDIUM SAND FLOAT FINISH PLASTER CORNICES, EAVES, TRIMS, MOULDINGS - PAINTED
3. MEDIUM SAND FLOAT FINISH BUILT-OUT PLASTER COLUMN BASES - PAINTED
4. ONE PIECE CLAY "S" TILE ROOFING
5. CANVAS AWNINGS OVER PREFINISHED METAL FRAMES (SOME DECORATIVE BRACKETS)
6. PRECAST CONCRETE COLUMNS
7. MANUFACTURED STONE VENEER @ SELECTED COLUMNS AND WALLS
8. ANODIZED ALUMINUM STOREFRONT WITH CLEAR GLAZING
9. VARIOUS DECORATIVE TILES @ SELECTED LOCATIONS
10. PAINTED METAL LOUVERS @ SELECTED LOCATIONS
11. WROUGHT IRON METAL BARS @ SELECTED LOCATIONS – PAINTED BLACK
12. EXPOSED WOOD RAFTER TAILS OR TRELLIS BEAMS ON BRACKETS/BRACES OR LINTEL BEAMS
13. CLAY PIPES THROUGH WALL DETAIL
14. DECORATIVE WALL LIGHTS/SCONCES
15. DECORATIVE ROOF EAVE GUTTER, DOWNSPOUT AND COLLECTOR BOX
16. DECORATIVE METAL RAIL – PAINTED
17. PLASTER CONTROL JOINT GRID IN PLASTER WALL
18. HANGING METAL CANOPY W/ METAL RODS & DECORATIVE WALL BRACKETS

COLORS

MONTEREY

A. MAIN WALLS- FRAZEE # 8233W "CRISP KHAKI"
B. MAIN WALLS- FRAZEE #8251W "SAWYERS FENCE"
C. MAIN WALLS- FRAZEE #8234W "DAPLIN"
D. CORNICE, TRIM, BEAMS- FRAZEE #8726A "COACH HOUSE"
E. CANVAS AWNING- SUNBRELLA #8622 "TERRA COTTA"
F. PRECAST CONCRETE COLUMNS- COI "GRAY"; LIGHT SANDBLAST
G. COLUMN BASE- FRAZEE #8773 "DAUPHIN GRAY"
H. STOREFRONT- MEDIUM BRONZE ANODIZED ALUMINUM
I. STONE VENEER- EL DORADO, SEQUOIA, "RUSTIC LEDGE"
J. STONE VENEER- EL DORADO, SAVANNAH, "LIMESTONE"
K. ROOF TILE- US TILE, "EL CAMINO BLEND"



Source: Architects Orange, November 2004.

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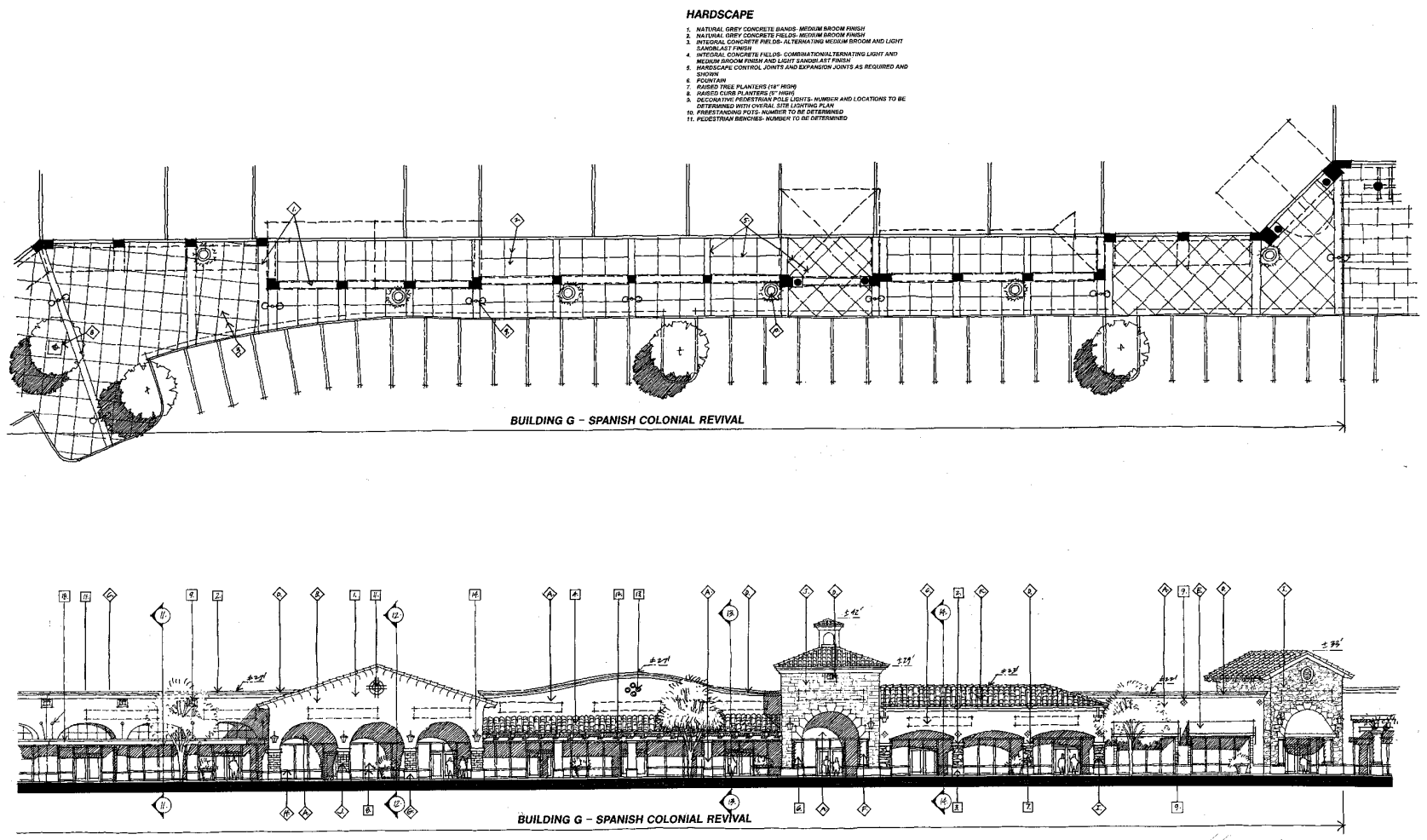
Environmental Planning and Research

Figure IV-4
Preliminary Elevations Building F #2



COLORS

SPANISH COLONIAL REVIVAL

A. MAIN WALLS- FRAZEE #7760W "OAKBLUFF"
B. MAIN WALLS- FRAZEE #7754W "SAFARI TAN"
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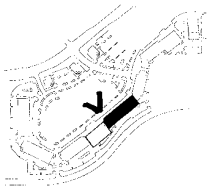
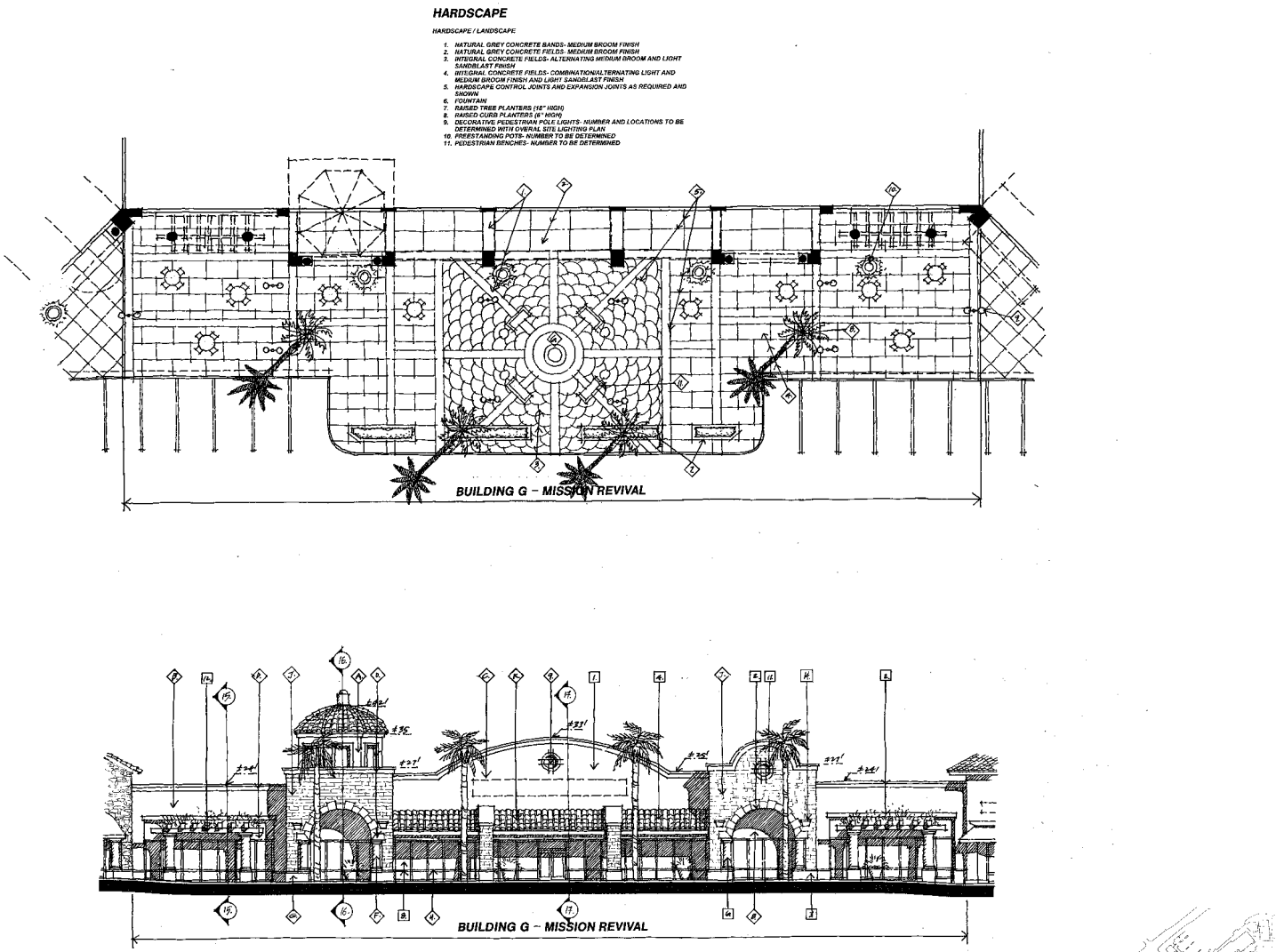
D. CORNICE, TRIM, BEAMS- FRAZEE # 8234M "DAPLIN"
E. CANVAS AWNING- SUNBRELLA 8861 "BURGUNDY"
F. PRECAST CONCRETE COLUMNS- CDI "GRAY", LIGHT SANDBLAST
G. COLUMN BASE- FRAZEE #8773 "DAUPHIN GRAY"
H. STOREFRONT- MEDIUM BRONZE ANODIZED ALUMINUM
I. STONE VENEER- EL DORADO, SEQUOIA, "RUSTIC LEDGE"
J. STONE VENEER- EL DORADO, SAVANNAH, "LIMESTONE"
K. ROOF TILE- US TILE, "DE ANZA BLEND"

MATERIALS

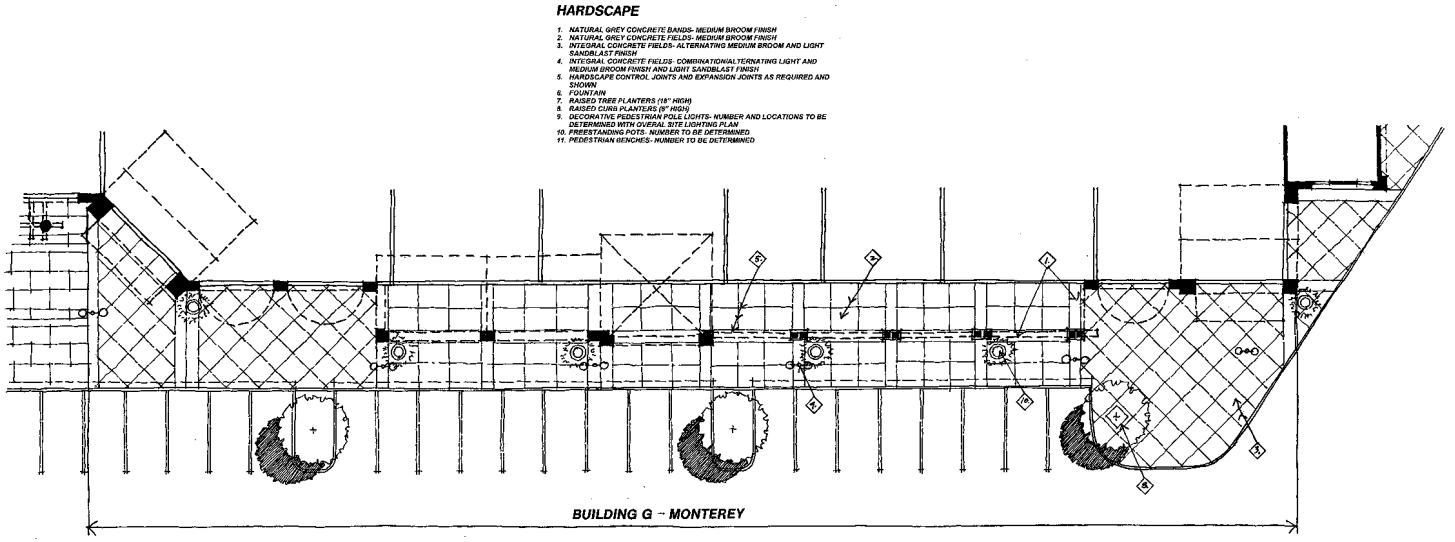
1. MEDIUM SAND FLOAT FINISH PLASTER WALLS - PAINTED
2. MEDIUM SAND FLOAT FINISH PLASTER CORNICES, EAVES, TRIMS, MOULDINGS - PAINTED
3. MEDIUM SAND FLOAT FINISH BUILT-OUT PLASTER COLUMN BASES - PAINTED
4. ONE PIECE CLAY "S" TILE ROOFING
5. CANVAS AWNINGS OVER PIGTAINISHED METAL FRAMES (SOME DECORATIVE BRACKETS)
6. PRECAST CONCRETE COLUMNS
7. MANUFACTURED STONE VENEER @ SELECTED COLUMNS AND WALLS
8. ANODIZED ALUMINUM STOREFRONT WITH CLEAR GLAZING
9. VARIOUS DECORATIVE TILES @ SELECTED LOCATIONS
10. PAINTED METAL LOUVERS @ SELECTED LOCATIONS
11. WROUGHT IRON METAL BARS @ SELECTED LOCATIONS – PAINTED BLACK
12. EXPOSED WOOD RAFTER TAILS OR TRELLIS BEAMS OR BRACKETS/BRACES OR LINTEL BEAMS
13. CLAY PIPES THROUGH WALL DETAIL
14. DECORATIVE WALL LIGHTFIXTURES
15. DECORATIVE ROOF EAVE GUTTER, DOWNSPOUT AND COLLECTOR BOX
16. DECORATIVE METAL RAIL – PAINTED
17. PLASTER CONTROL JOINT GRID IN PLASTER WALL
18. HANGING METAL CANOPY W/ METAL RODS & DECORATIVE WALL BRACKETS

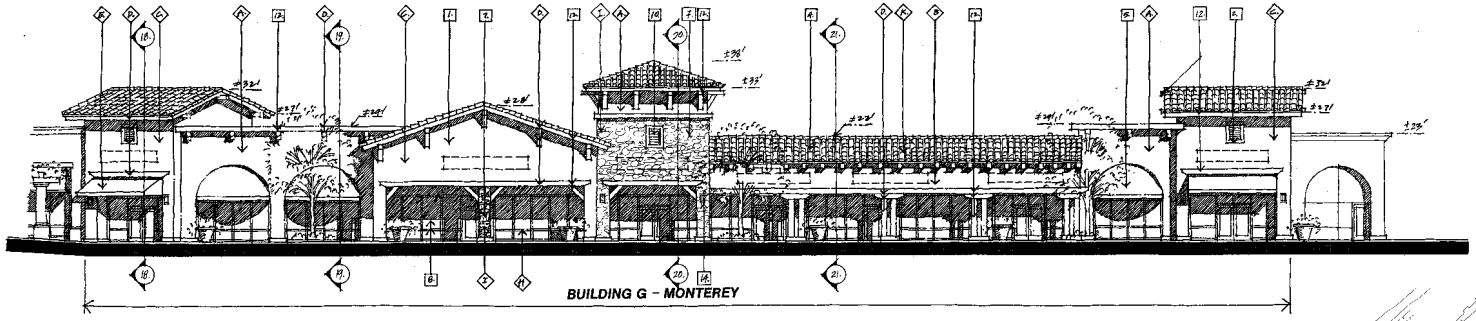

KEY PLAN

Source: Architects Orange, November 2004.



Source: Architects Orange, November 2004.





COLORS

MONTEREY

A. MAIN WALLS- FRAZEE # 8333M "CRISP KHAKI"
B. MAIN WALLS- FRAZEE #8231M "SAWYERS FENCE"
C. MAIN WALLS- FRAZEE #8234M "DAPLIN"
D. CORNICE, TRIM, BEAMS- FRAZEE #8733A "COACH HOUSE"
E. CANVAS AWNING- SUNBRELLA #8622 "TERRA COTTA"
F. PRECAST CONCRETE COLUMNS- CDI "GRAY", LIGHT SANDBLAST
G. COLUMN BASE- FRAZEE #8773 "DAUPHIN GRAY"
H. STOREFRONT- MEDIUM BRONZE ANODIZED ALUMINUM
I. STONE VENEER- EL DORADO, SEQUOIA, "RUSTIC LEDGE"
J. STONE VENEER- EL DORADO, SAVANNAH, "LIMESTONE"
K. ROOF TILE- US TILE, "EL CAMINO BLEND"

MATERIALS

1. MEDIUM SAND FLOAT FINISH PLASTER WALLS - PAINTED
2. MEDIUM SAND FLOAT FINISH PLASTER CORNICES, EAVES, TRIMS, MOULDINGS - PAINTED
3. MEDIUM SAND FLOAT FINISH BUILT-OUT PLASTER COLUMN BASES - PAINTED
4. ONE PIECE CLAY "S" TILE ROOFING
5. CANVAS AWNINGS OVER PREFINISHED METAL FRAMES (SOME DECORATIVE BRACKETS)
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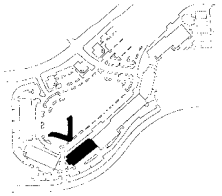

Source: Architects Orange, November 2004.

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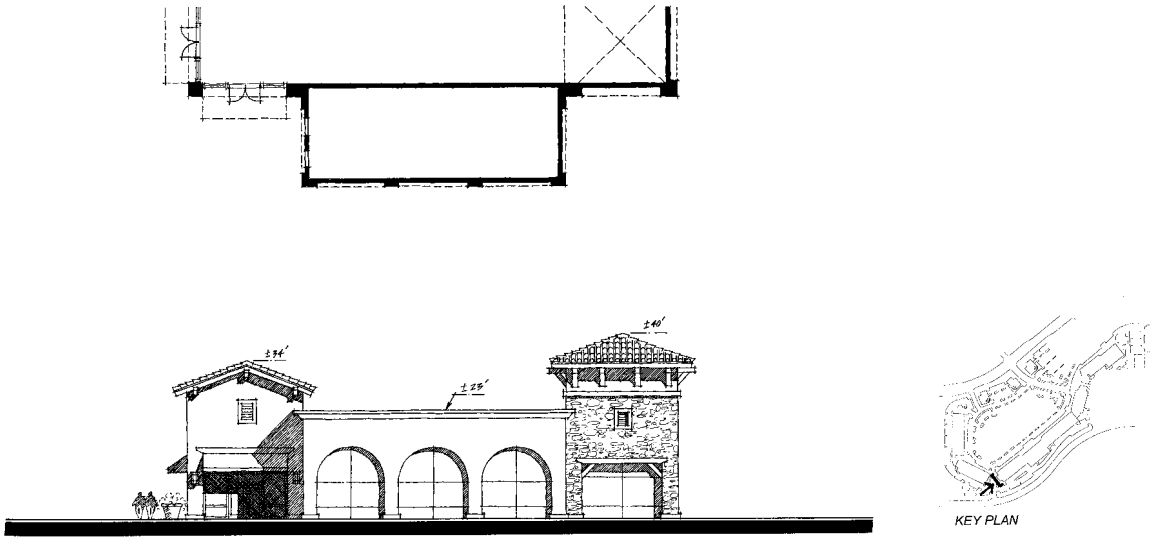
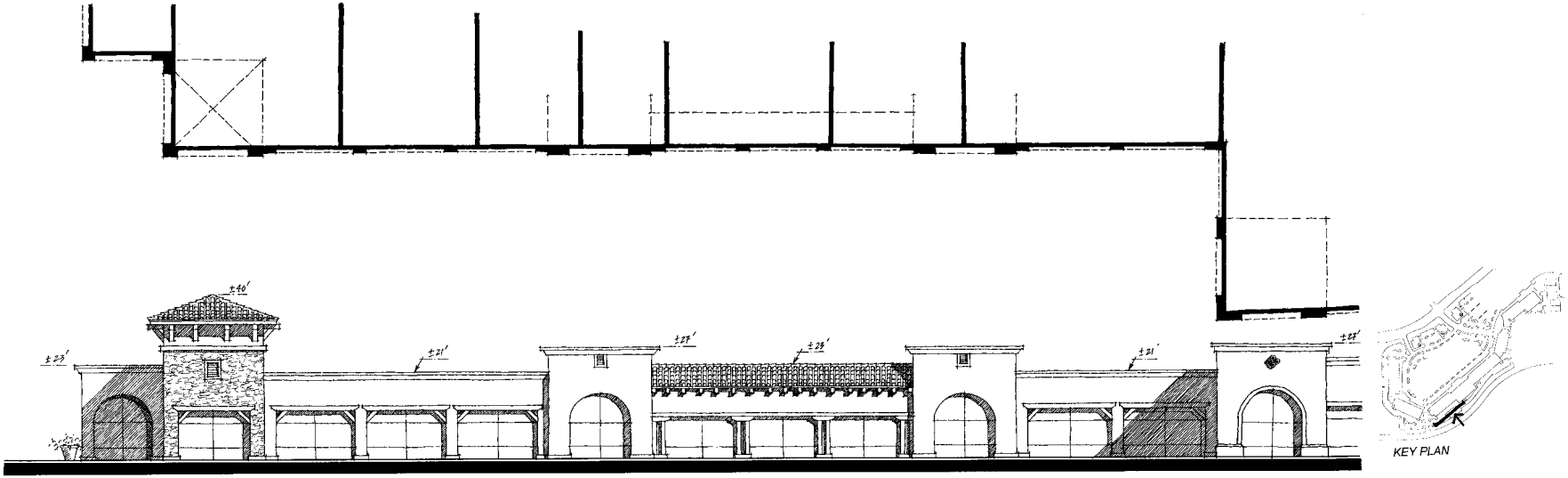
Figure IV-7
Preliminary Elevations Building G #3



BUILDING G – MONTEREY (WEST ELEVATION)



BUILDING G – MONTEREY (SOUTH ELEVATION)

Source: Architects Orange, November 2004.

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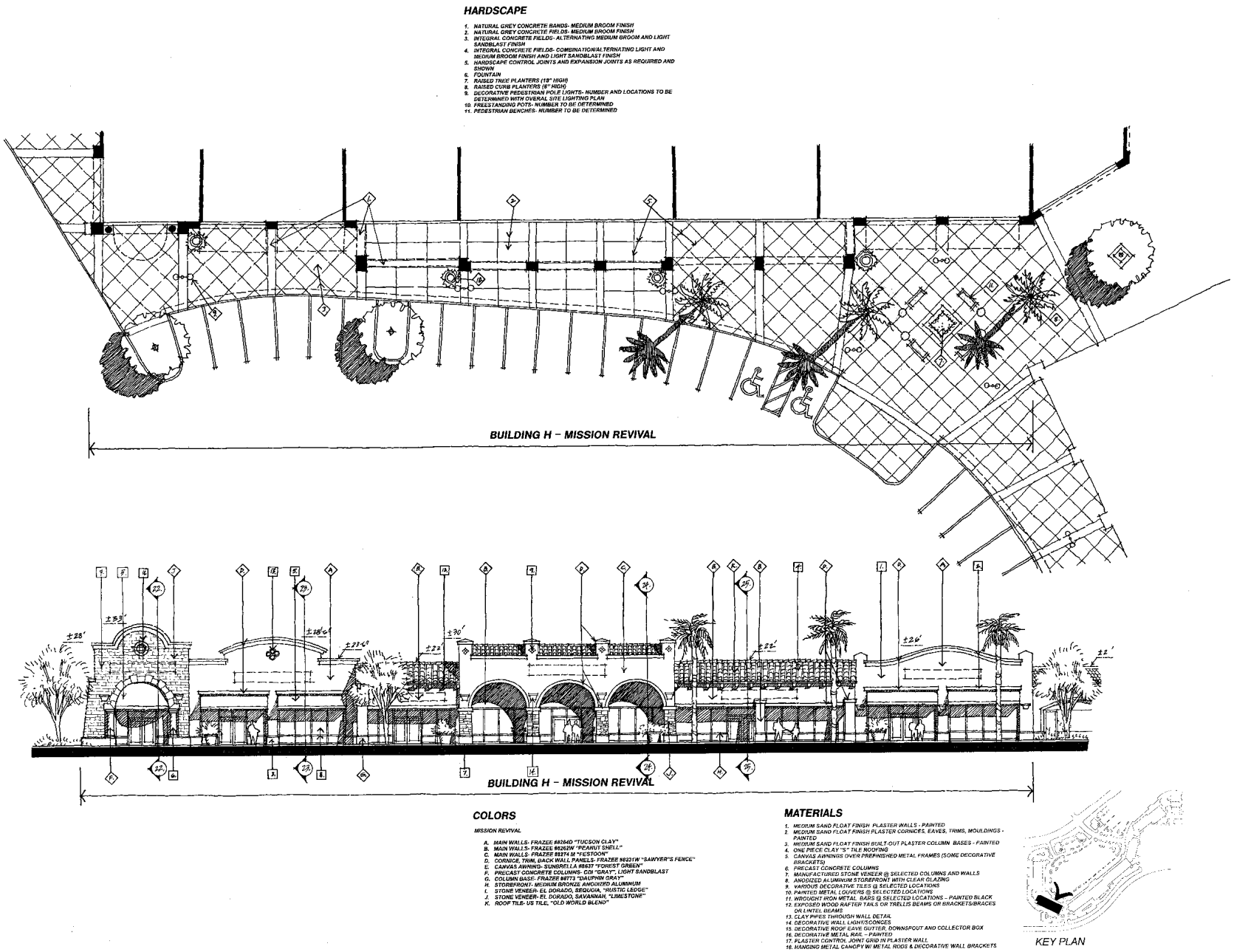
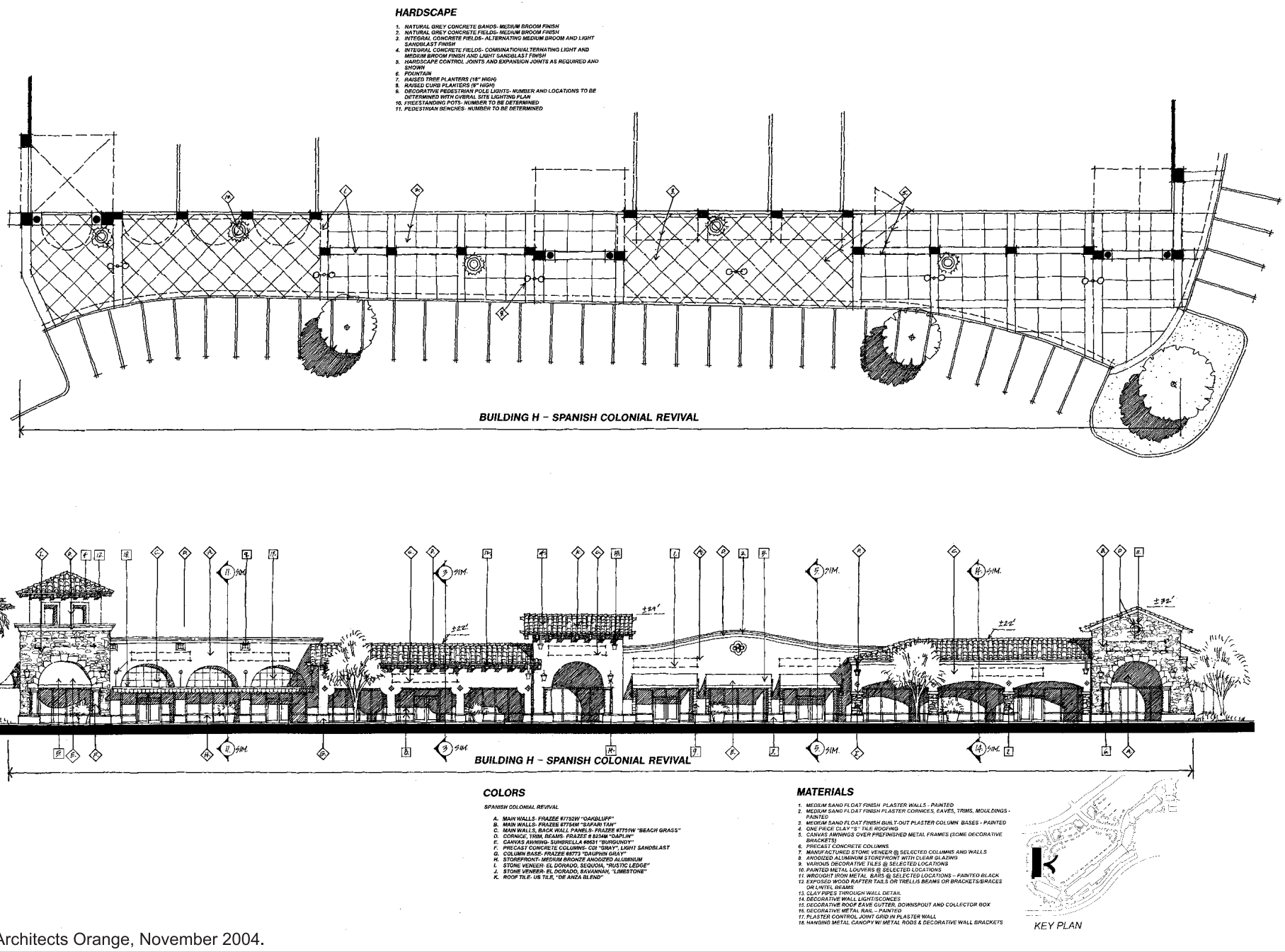
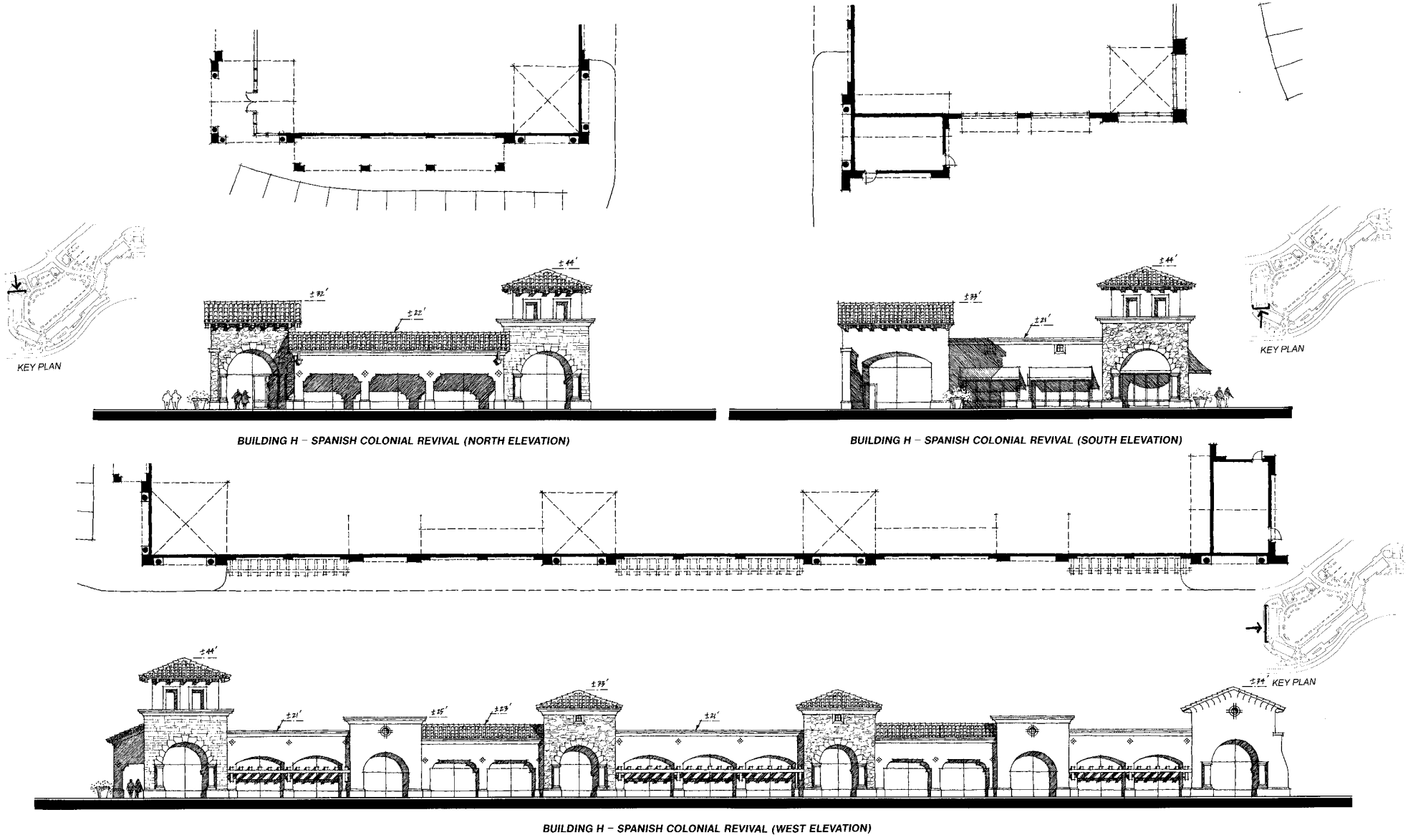
Figure IV-8
Preliminary Elevations Building G #4



Source: Architects Orange, November 2004.



Source: Architects Orange, November 2004.



Source: Architects Orange, November 2004.

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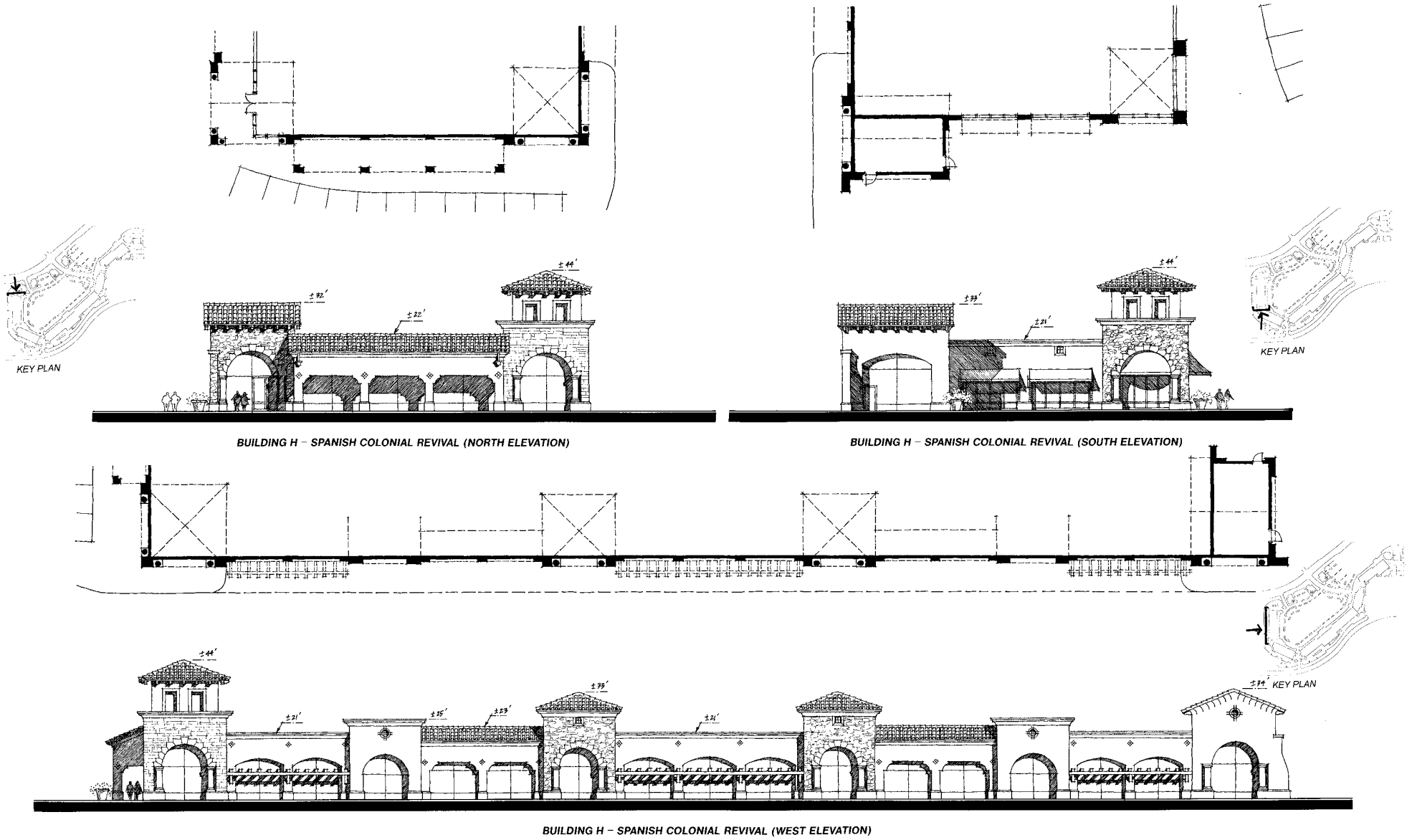
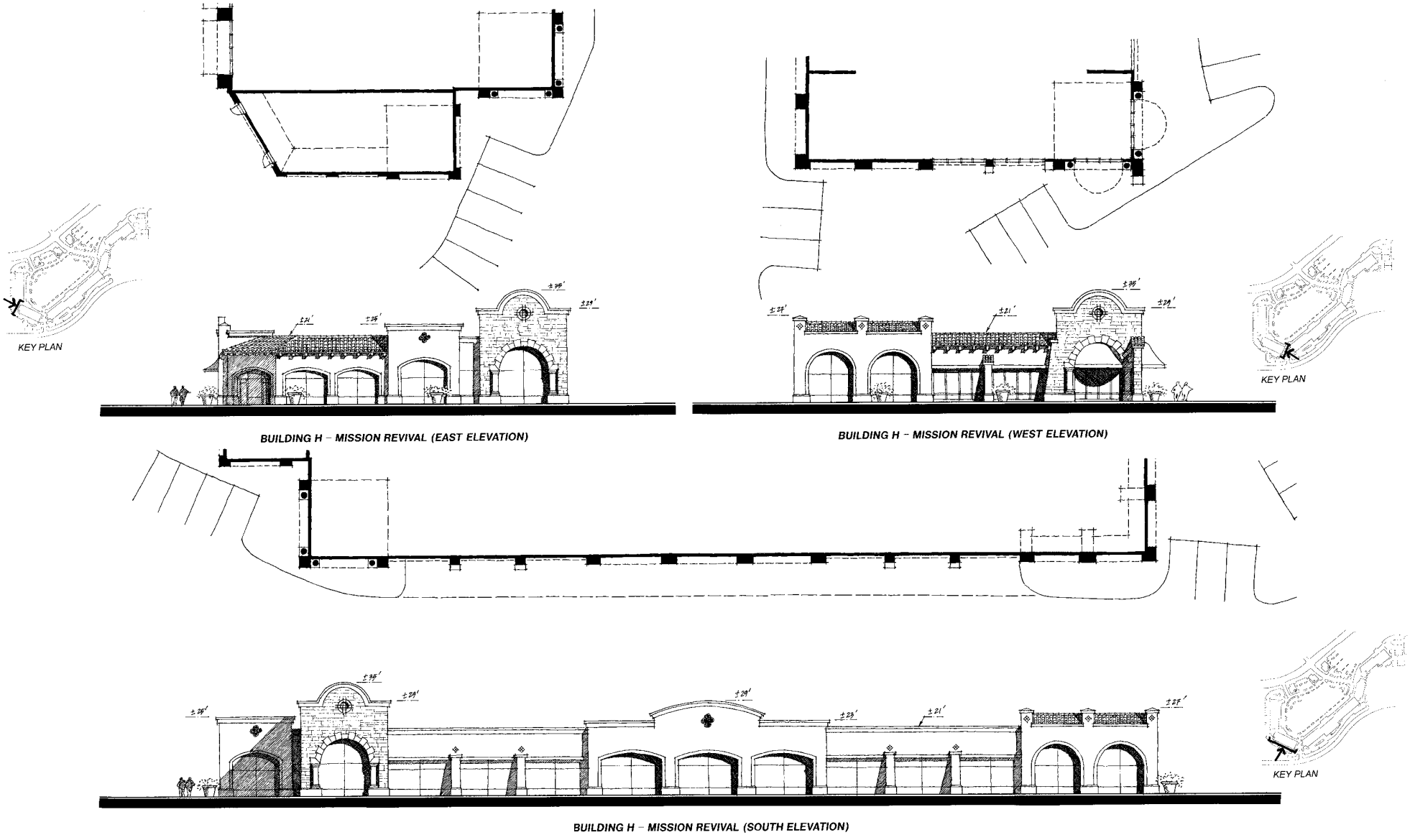
Figure IV-11
Preliminary Elevations Building H #3



Source: Architects Orange, November 2004.



Source: Architects Orange, November 2004.

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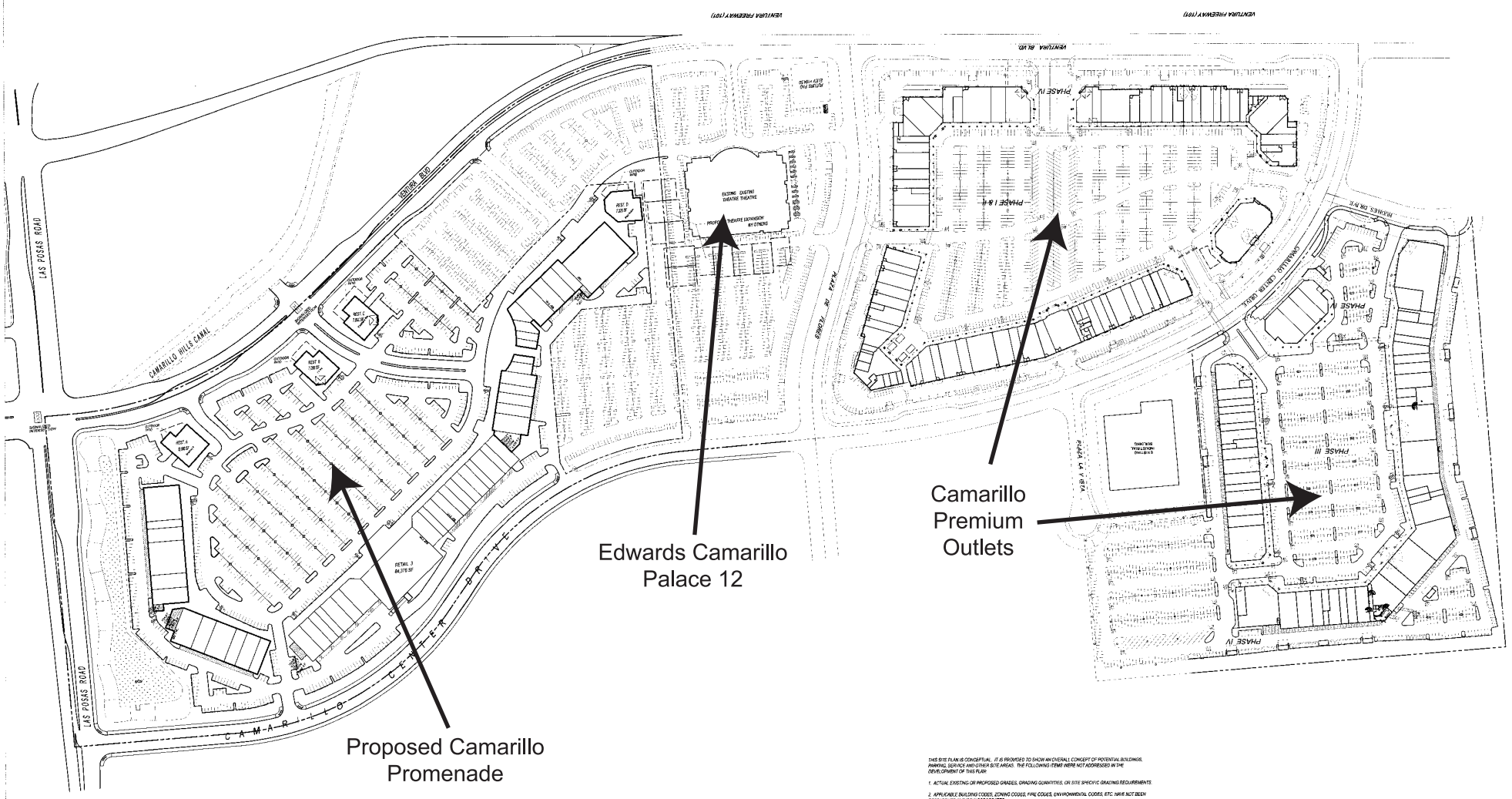
Figure IV-13
Preliminary Elevations Building H #5



Source: Architects Orange, November 2004.

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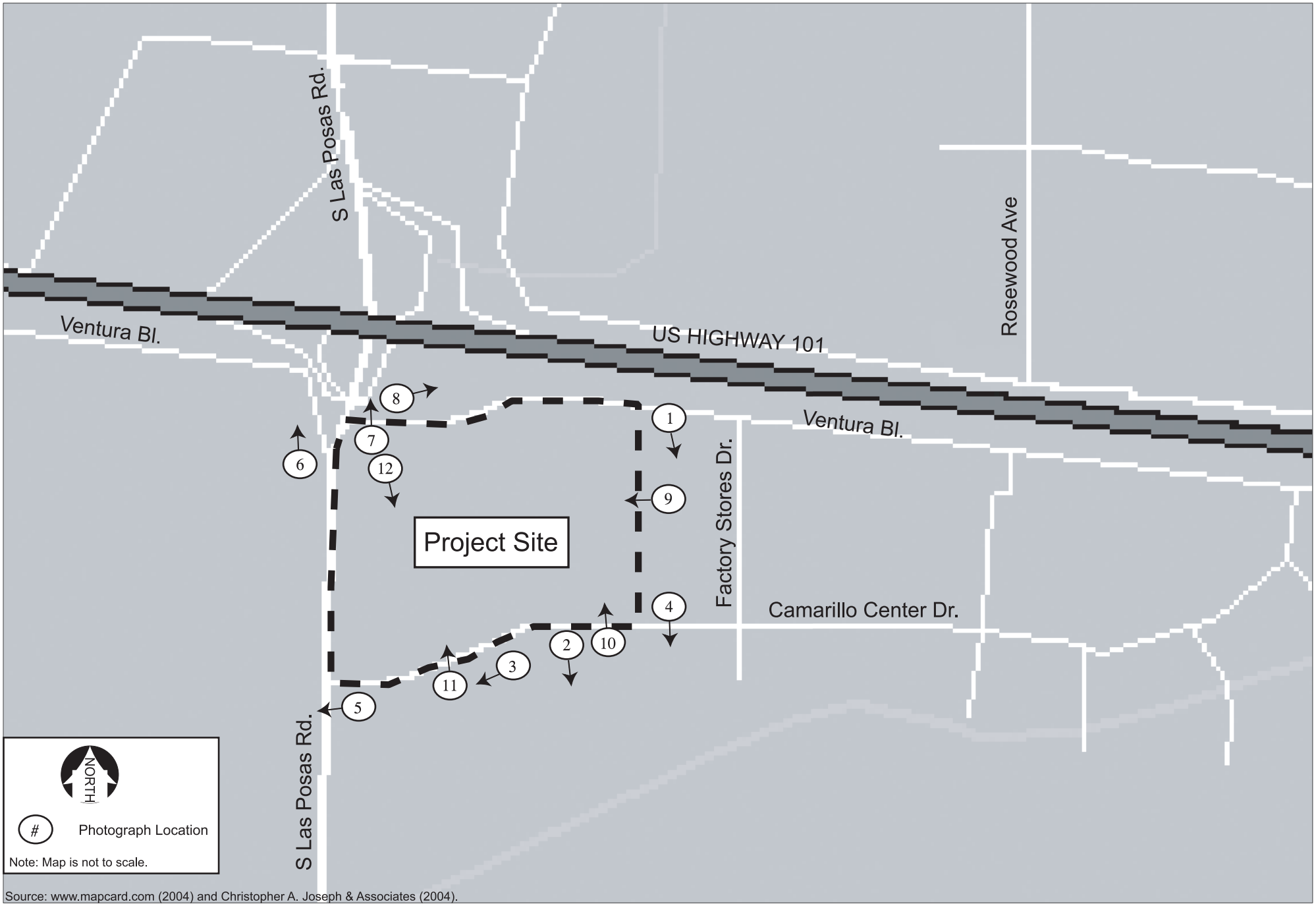
Figure IV-14
Ventura Boulevard Commercial Uses



Source: www.mapcard.com (2004) and Christopher A. Joseph & Associates (2004).

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Figure V.A-1
Photograph Location Map

View 1: View looking southeast toward the Edward Cinema, which abuts the eastern portion of the project site.

View 2: View looking south across Camarillo Center Drive toward the vacant lot.

Source: Christopher A. Joseph & Associates, August 2004.

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Figure V.A-2
Views of Land Uses Surrounding the Project Site
Views 1 and 2

View 3: View looking southwest across Camarillo Center Drive toward the pump house of the Pleasant Valley Mutual Water Facilities Storage.

View 4: View looking southeast across across Camarillo Center Drive toward the Wills Cargo Self Storage.

Source: Christopher A. Joseph & Associates, August 2004.

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Figure V.A-3
Views of Land Uses Surrounding the Project Site
Views 3 and 4

View 5: View looking west across South Las Posas Road toward the Camarillo Airport.

View 6: View looking northwest across Ventura Boulevard toward commercial and retail uses.

Source: Christopher A. Joseph & Associates, August 2004.

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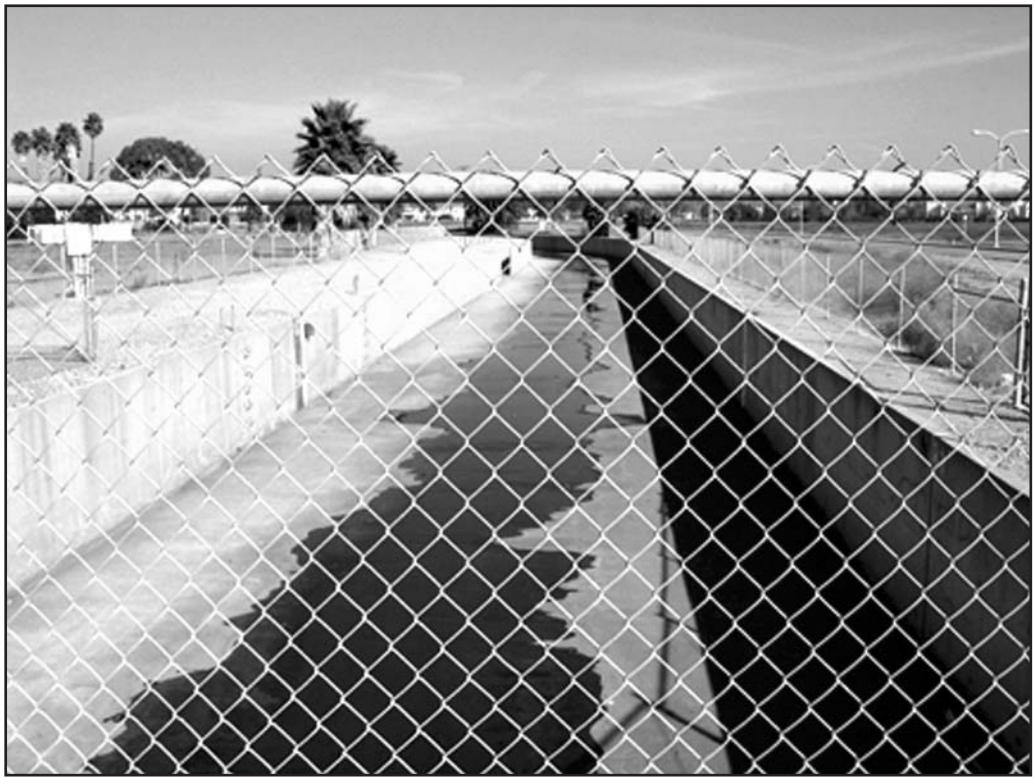
Figure V.A-4
Views of Land Uses Surrounding the Project Site
Views 5 and 6

View 7: View looking north across Ventura Boulevard toward commercial and retail uses.



View 8: View looking northeast toward the Camarillo Hills Drain Channel.

Source: Christopher A. Joseph & Associates, August 2004.

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Figure V.A-5
Views of Land Uses Surrounding the Project Site
Views 7 and 8

View 9: View looking west toward the project site from the Edward Cinema parking lot.

View 10: View looking northeast toward the project site from Camarillo Center Drive.

Source: Christopher A. Joseph & Associates, August 2004.

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Figure V.A-6
Existing Views of the Project Site
Views 9 and 10

View 11: View looking northwest toward the project site from Camarillo Center Drive.

View 12: View looking southeast toward the project site from Ventura Boulevard.

Source: Christopher A. Joseph & Associates, August 2004.

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Figure V.A-7
Existing Views of the Project Site
Views 11 and 12

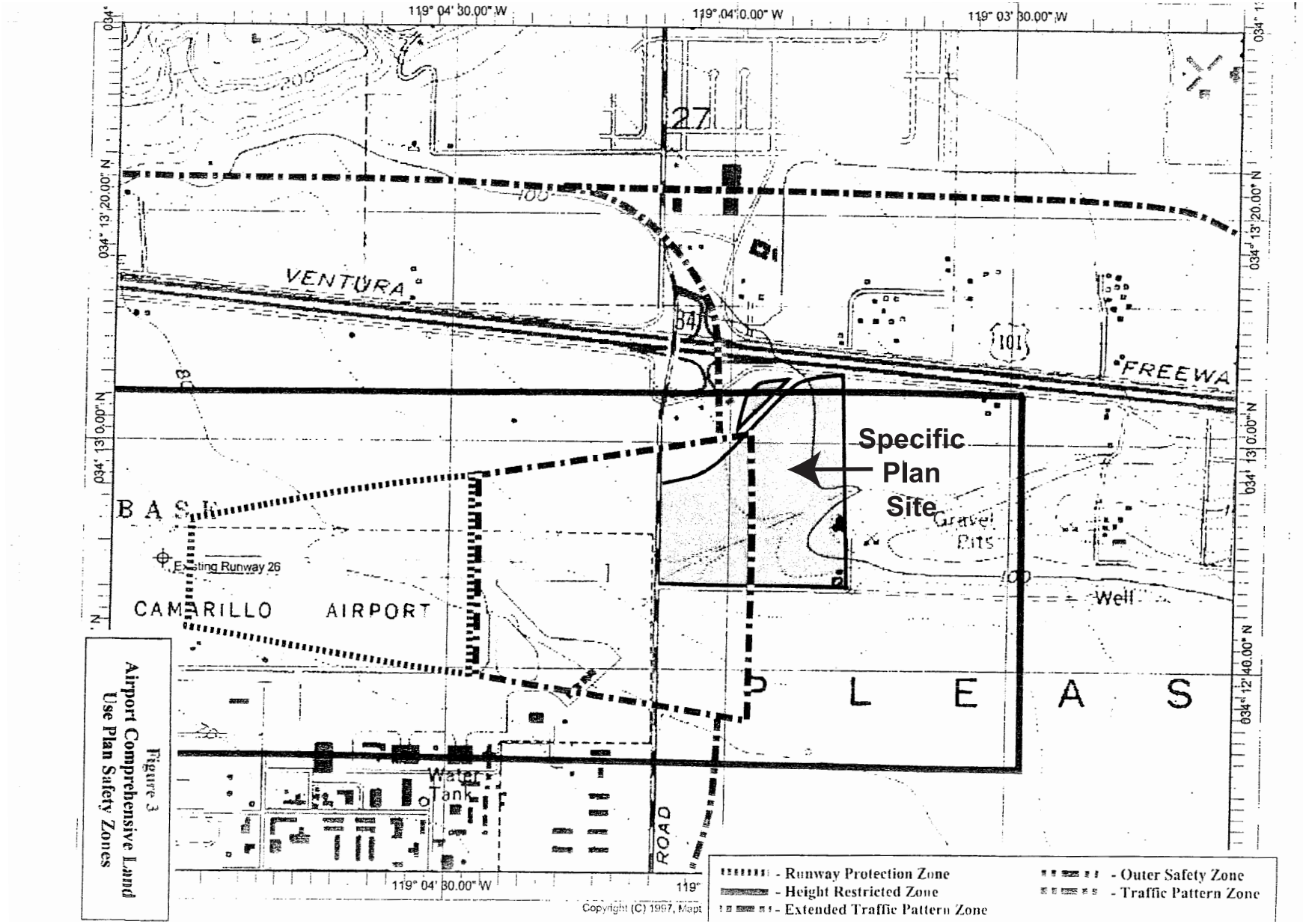
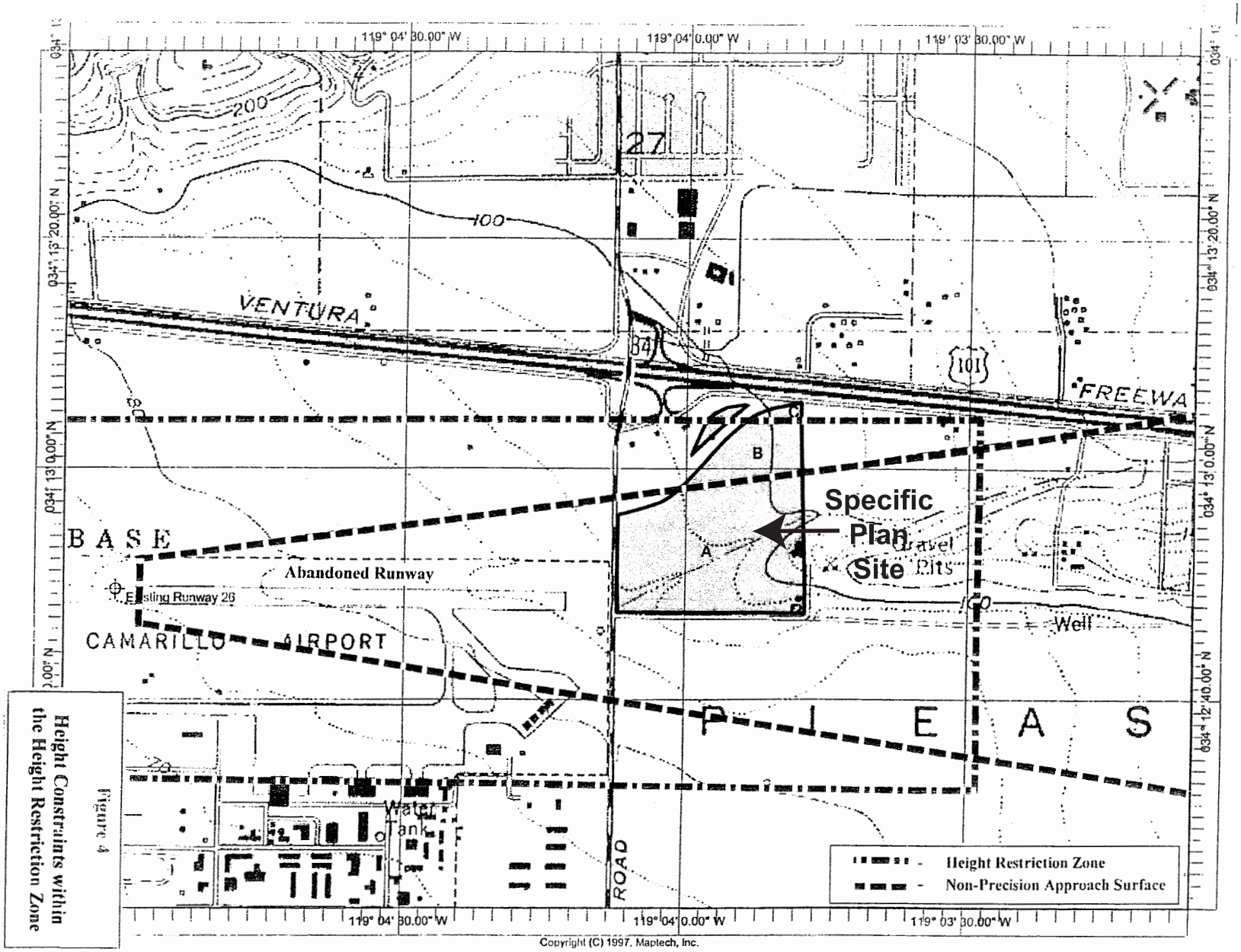


Figure 3
Airport Comprehensive Land
Use Plan Safety Zones

Source: Aviation Systems Inc., August, 2002.



Source: Aviation Systems Inc., August, 2002.

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Figure V.B-2
Height Restraints within the
Height Restriction Zone (34:1 slope)

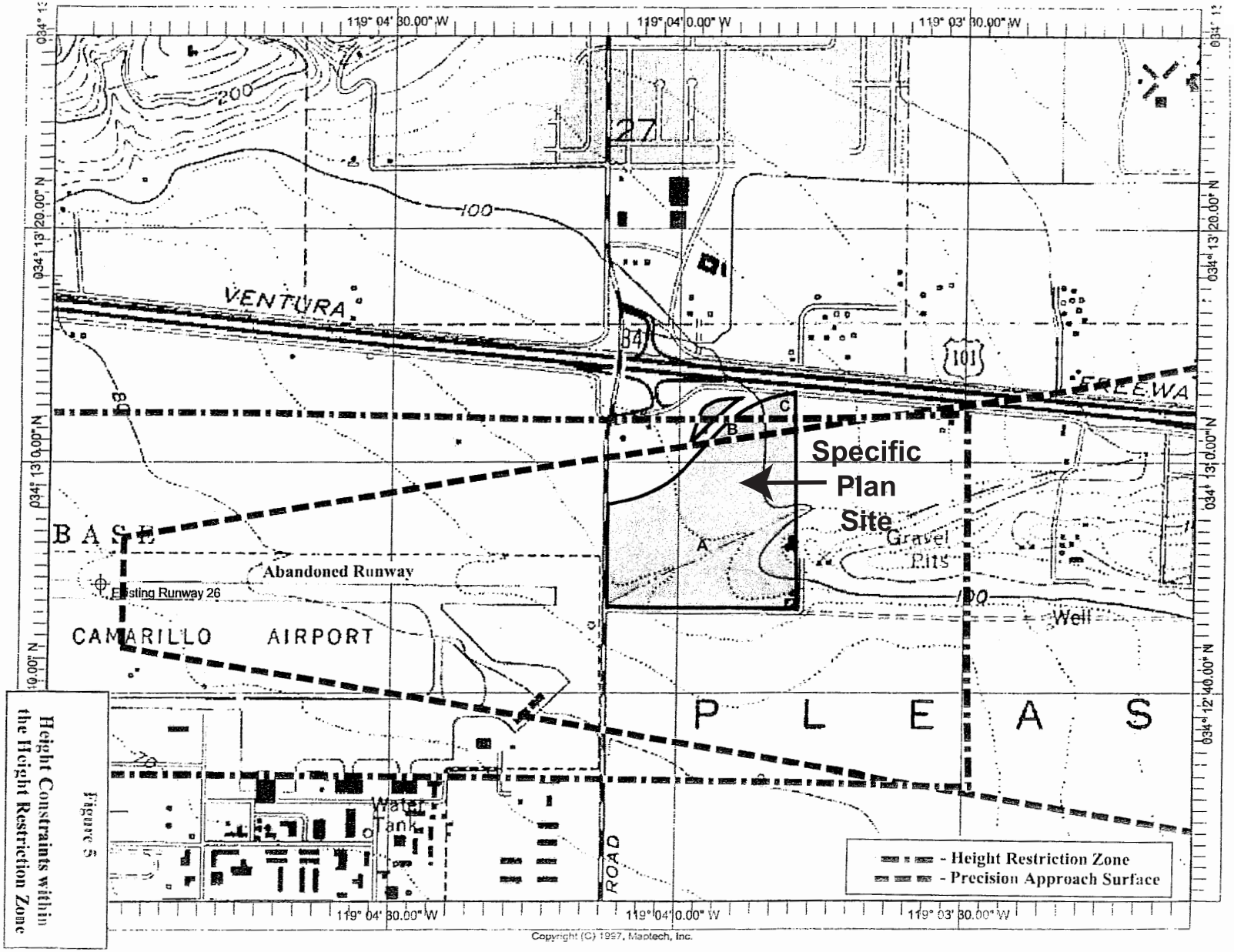

Figure 5
Height Constraints within the Height Restriction Zone

Source: Aviation Systems Inc., August, 2002.

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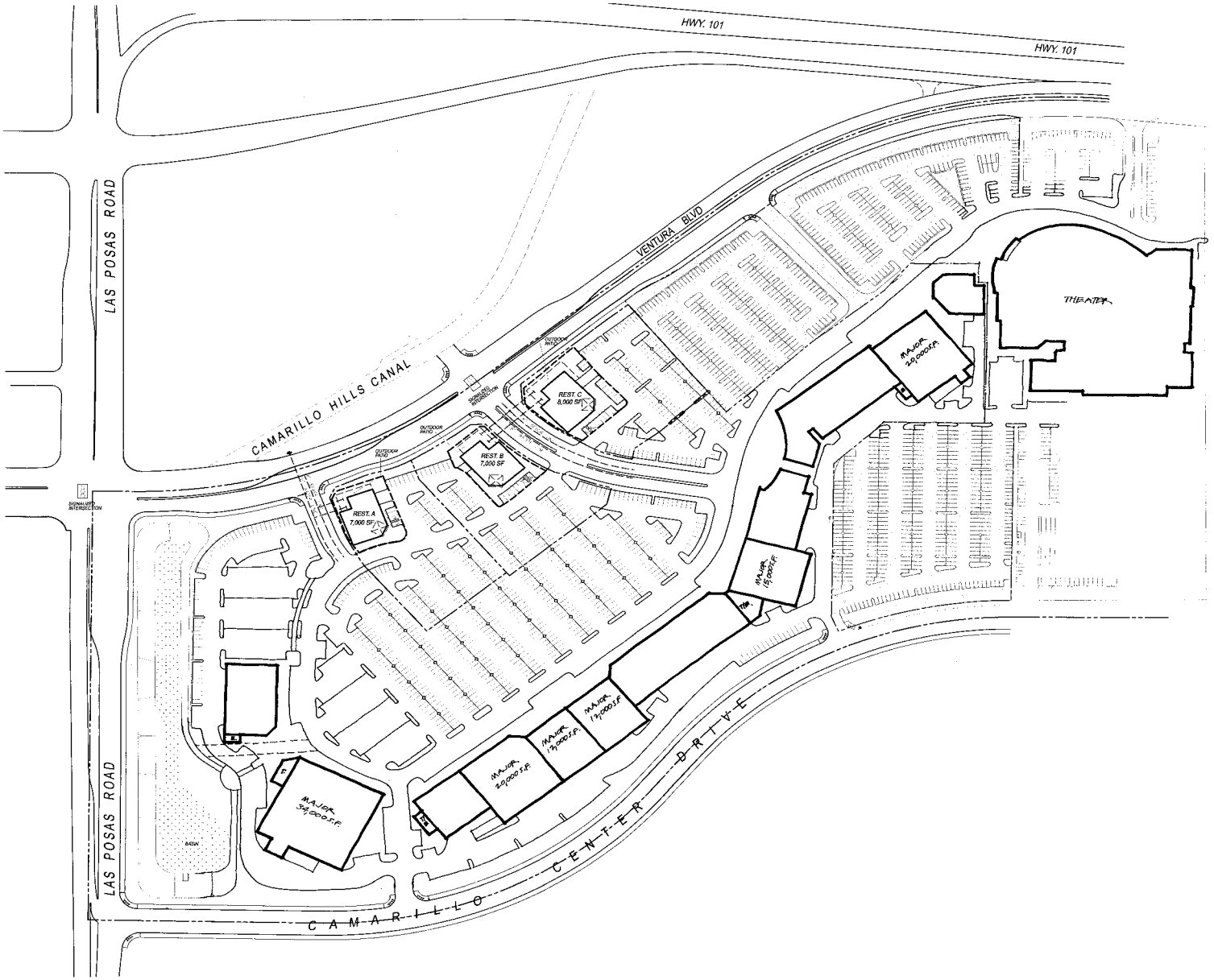
Figure V.B-3
Height Constraints within the
Height Restriction Zone (50:1 slope)



OVERALL SITE TABULATIONS

BUILDING USE:	AREA
RESTAURANT	29,326 SF
RETAIL	213,148 SF - (GBA)
TOTAL:	242,474 SF

PARKING:

PARKING SPACES REQUIRED:

FOOD @ 15/1000	440 SPACES
RETAIL @ 4/1000	852 SPACES - (ON GBA)
TOTAL:	1,292 SPACES

TOTAL PARKING PROVIDED: 1,416 SPACES

HC PARKING REQUIRED:

20 STALLS FOR 1ST 1,000 PROVIDED
PLUS 1 FOR EACH 100 OVER 1,000
EQUALS 24 TOTAL HC REQUIRED
(4 VAN , 20 STANDARD STALLS)

HC PARKING PROVIDED:

24 STALLS TOTAL PROVIDED
(4 VAN , 20 STANDARD STALLS)

Source: Architects Orange, December 2004.

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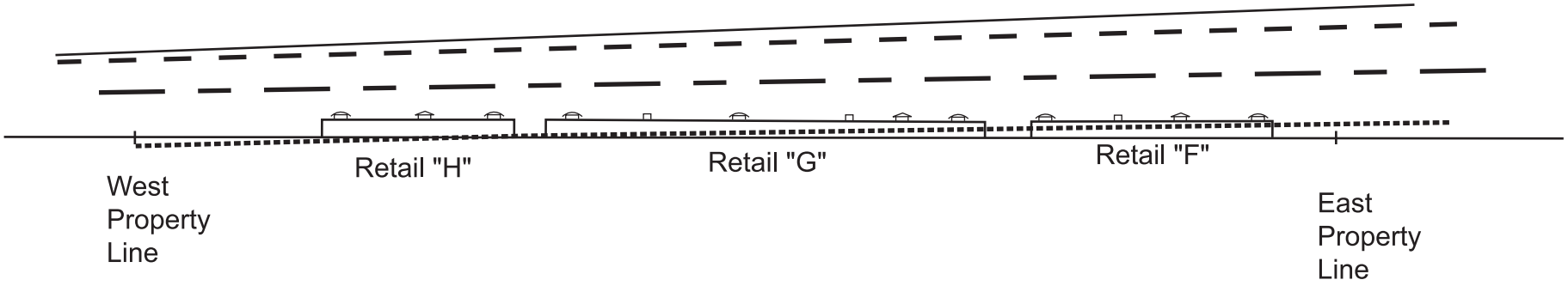
Figure VII-1
Alternative Site Plan



Existing Aviation Easement

Federal Criteria (Existing Runway)

CLUP Non-Precision Approach (34:1 Slope)

CLUP Precision Approach (50:1 Slope)

Source: Christopher A. Joseph & Associates, May 2005

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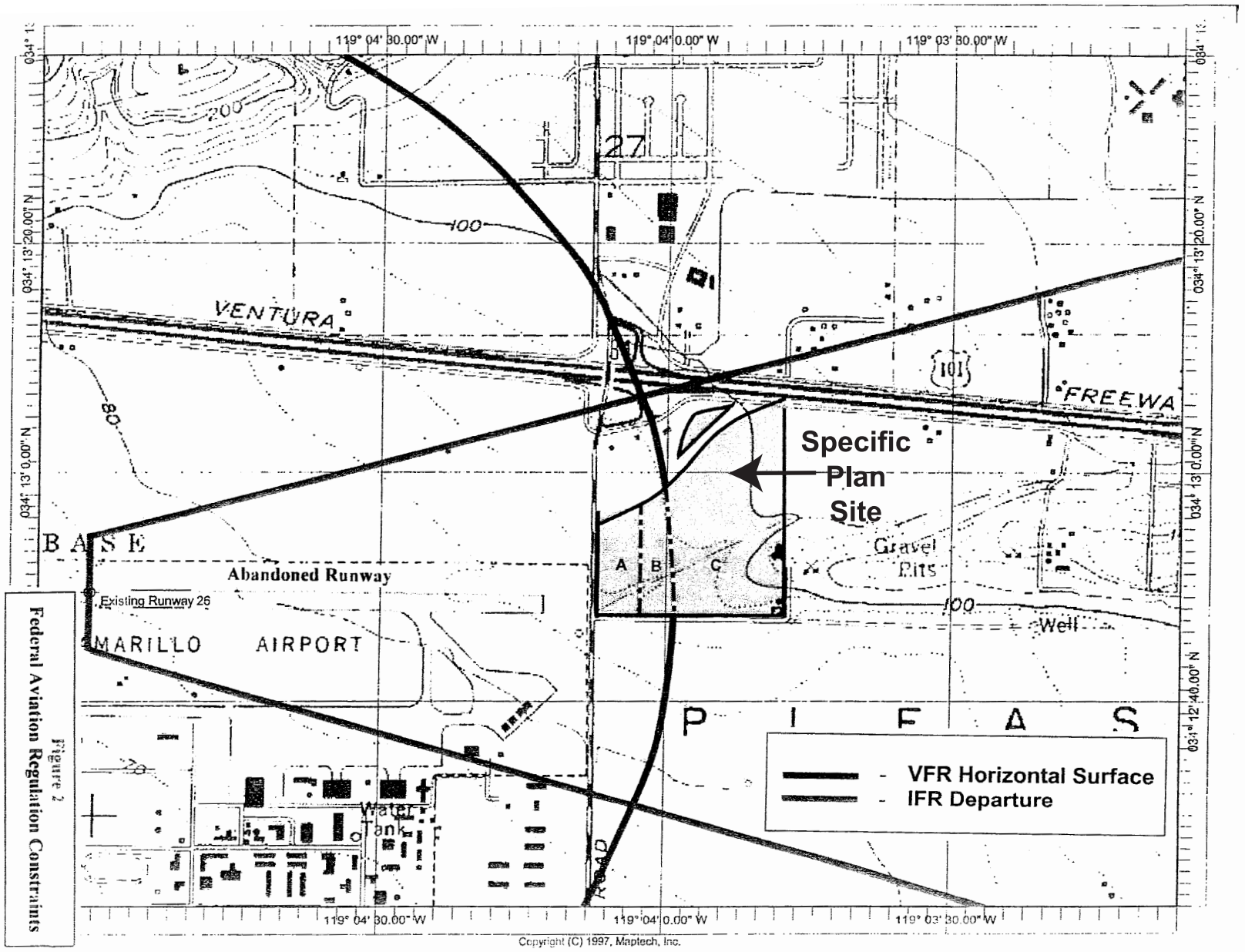
Figure V.B-4
Height Constraint Comparison



Federal Aviation Regulation Constraints

Figure 2

Source: Aviation Systems Inc., August, 2002.

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Figure V.B-5
Federal Aviation Regulation Constraints