

CAMARILLO

AIRPORT



MASTER PLAN
CEQA ENVIRONMENTAL DOCUMENTATION

**AIRPORT MASTER PLAN
CEQA ENVIRONMENTAL DOCUMENTATION**

for

**CAMARILLO AIRPORT
Camarillo, California**

Prepared for

VENTURA COUNTY

by

Coffman Associates, Inc.

April 2010

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CAMARILLO AIRPORT Camarillo, California

Master Plan Update CEQA Environmental Documentation

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Section **ONE**



Mitigated Negative Declaration

MITIGATED NEGATIVE DECLARATION

Ventura County has reviewed the proposed project described below to determine whether it could have a significant effect on the environment. "Significant effect on the environment" means a substantial, or potentially substantial adverse, change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance.

PROJECT TITLE: Camarillo Airport Master Plan Update

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

PROJECT DESCRIPTION: The *2009 Camarillo Airport Master Plan* is an update to the *1996 Camarillo Airport Master Plan* and proposes a number of potential physical improvements (depicted on **Exhibits 1, 2, and 3**) that will be undertaken as aviation demand warrants. The purpose of this updated plan is to establish an internal land use plan to support the development of general aviation uses at the airport. The Airport Master Plan is a conceptual plan and not all of the improvements contained within the plan will likely be undertaken. The improvements outlined within the Master Plan Update are summarized on **Table 1**. It should be noted that several projects in the *1996 Camarillo Airport Master Plan* have not been completed and are carried forward into the *2009 Camarillo Airport Master Plan Update*. The following sections provide a brief description of the improvements contained within the Airport Master Plan broken down by short term, intermediate, and long term time horizons.

Short Term Improvements

Many of the projects contained in the short term involve rehabilitation or improvement of existing facilities (shown in green on **Exhibit 1**). The most significant of these is the rehabilitation of Runway 8-26, both pavement and drainage, as well as the rehabilitation of two apron areas. Rehabilitation of pavement may involve crack sealing, spot pavement replacement, and pavement milling and overlay. The short term plan also includes improving Taxiway B pavement fillets so that it can be utilized for "high-speed" exit opportunities.

The short term also includes several projects which would add to existing facilities (shown in red on **Exhibit 1**). The most significant new project is the development of a second parallel taxiway to serve airfield operations. A second parallel taxiway is desired for efficiency issues. Moreover, the existing layout of parallel Taxiway F in proximity to the west terminal apron areas and automobile drive lane creates a

taxiway obstruction for larger aircraft. The proposed taxiway will allow larger aircraft to traverse from the airfield to the east terminal area without having to utilize existing parallel Taxiway F.

TABLE 1
Camarillo Airport Master Plan Improvements
SHORT TERM IMPROVEMENTS
Construct Parallel Taxiway (Alpha to Echo at 700' separation)
Construct Northeast Apron (approx. 8,000 yd. ²)
Rehabilitate Apron Pavement
Upgrade Runway to LED lights
Rehabilitate Runway/Taxiway Pavement and Drainage
Rehabilitate Apron East of Taxiway B (20,000 yd. ²)
Property Exchange
INTERMEDIATE TERM IMPROVEMENTS
Install Localizer Antenna
Construct 60 Hangars (Mix of Executive and T-hangars)
Construct Taxilane for New East Terminal Area T-hangars
Rehabilitate Pavement West Apron
Rehabilitate Parallel Taxiway G Pavement & Drainage
Rehabilitate East Hangar Complex Pavement
Rehabilitate Pavement & Drainage on Taxiways A, C, and D; Slurry Seal Runway
Construct New East Terminal Apron and Taxilanes (approximately 24,500 yd. ²)
Construct 30 T-hangars and 8 Executive Hangars
Replace PAPI-2 with PAPI-4 Units on Runway 8-26
Install MALSR – Runway 8
LONG TERM IMPROVEMENTS
Construct Parallel/Connecting Taxiway (Alpha to Echo at 400' Separation)
Install MALS on Runway 26
Construct New East Terminal Access Road (approx. 1,000')
Expand East Terminal Apron (approx. 11,100 yd. ²)
Construct Taxilanes for 50 T-hangars
Construct 50 T-hangars
Remove Portions of Existing Taxiways D and E
Extend Parallel Taxiway F and Reconfigure Taxiway E
Upgrade Parallel Taxiway for Use as Parallel Runway (increase width to 75')
Install PAPI-2 on Parallel Runway

Construction of a new apron in the eastern terminal area is planned. A parcel exchange is also planned. This would involve swapping a parcel the airport is currently not using with a parcel that the airport is currently leasing in the central terminal area. Development for the parcel to be acquired in the swap has not been planned. However, the development on this parcel will be a non-aviation use and consistent with the current M-1 zoning (storage units or office/warehouse).

Mitigated Negative Declaration (Section One)

See Exhibits

#4 – Short Term Improvements

#2 – Intermediate Term Improvements

#3 – Long Term Improvements

Intermediate Term Improvements

Intermediate term projects are grouped together to represent potential years 6-10 and are depicted on **Exhibit 2**. Several projects in the intermediate term include rehabilitation of existing facilities (shown in orange on **Exhibit 2**). This includes pavement and drainage rehabilitation on Taxiways A, C, D, F, and G. Apron spaces in the western and eastern terminal areas are also proposed for pavement rehabilitation.

The apron expansion will provide for taxiway access to proposed hangar developments and for aircraft parking. In addition, the plan proposes the development of a mix of 90 T-hangars and executive hangars (with associated taxilane access) in the eastern terminal area to meet the existing demand (there are over 200 people on a waiting list for aircraft hangars that have been in existence for several years and the typical waiting period for a hangar is eight to ten years).

Finally, airfield navigational improvements are proposed. First, a medium intensity approach lighting system with runway alignment lights (MALSR) is proposed for installation on Runway 26. The plan also proposes an upgrade to a four-box precision approach path indicator (PAPI-4) to replace the existing two-box systems now on both ends of the runway. These navigational aid improvements are designed to improve approach minimums to Runway 26 and improve visual recognition of the runway ends. A localizer antenna designed to provide distance and course information to the aircraft on approach to Runway 26 is also proposed.

Long Term Improvements

The first project considered in the long term is the extension of the parallel taxiway from Taxiway B to E at 400-foot separation from Runway 8-26 (shown in blue on **Exhibit 3**). It is believed that the very high frequency omni-directional range (VOR) navigational aid will be decommissioned by this time, allowing for the parallel taxiway to be extended. The second project considered is the installation of an MALS on Runway 8 which, coupled with a localizer performance with vertical guidance (LPV)/global positioning system (GPS) approach, could allow Runway 8 to provide approach minimums as low as 0.75-mile visibility.

Long term planning includes the development of 50 T-hangars in the central terminal area. The hangars would be developed adjacent to the existing fuel farm. T-hangar taxilanes would need to be constructed for access. A portion of Aviation Drive would need to be closed so that the hangar area could be connected with existing landside facilities. Convair Street would allow for automobile access to connect the western terminal with the central terminal area. Expansion of the eastern terminal apron is also proposed.

Apron area expansion and an access road connecting to Las Posas Road in the northeast terminal area are also planned in the long term. The access road is planned to be gated to limit access. Automobile traffic will also be limited to right turns from Las Posas and right turns onto Las Posas.

The final projects considered in the long term involve those necessary to transition the portion of the “staggered parallel taxiway” to be a commissioned parallel runway. The pavement will need to be increased in width from 50 feet (taxiway) to 75 feet. Portions of existing Taxiways B, D, and E will have to be removed. Taxiway F is proposed to be extended so as to become a right-angled alignment with Taxiway E and Runway 8. Finally, the installation of a PAPI-2 on both ends of the parallel runway is proposed. **Exhibit 3** depicts improvements planned for the long term for Camarillo Airport.

Master Plan Projects Subject to Initial Study Review

As previously mentioned, the *2009 Camarillo Airport Master Plan* is an update to the *1996 Camarillo Airport Master Plan*. An Environmental Assessment/Environmental Impact Report (EA/EIR) was completed for the *1996 Camarillo Airport Master Plan* in July 1999, an addendum to the EA/EIR was prepared in 2003, and a Mitigated Negative Declaration (MND) for the parallel taxiway prepared in 2009. Many of the projects proposed in the *1996 Camarillo Airport Master Plan* have been completed. However, several projects in the *1996 Camarillo Airport Master Plan* not completed have been carried forward into the *2009 Camarillo Airport Master Plan Update*. The projects carried forward were reviewed under the 1999 EA/EIR, 2003 EIR addendum, or 2008 MND and have received CEQA clearance. New projects resulting from the *2009 Camarillo Airport Master Plan* not included in the previous master plan, assessed in the 1999 EA/EIR, 2003 EIR addendum, or 2009 MND are included in this Initial Study. **Table 2** and **Exhibit 4** depict the new projects included in this Initial Study.

TABLE 2
Camarillo Airport Master Plan Included In This Initial Study
SHORT TERM IMPROVEMENTS
Upgrade Runway to LED lights
Property Exchange
INTERMEDIATE TERM IMPROVEMENTS
Install Localizer Antenna
Replace PAPI-2 with PAPI-4 Units on Runway 8-26
LONG TERM IMPROVEMENTS
Connecting Taxiway
Install MALS on Runway 8
Construct New East Terminal Access Road (approx. 1,000')
Remove Portions of Existing Taxiways D and E
Upgrade Parallel Taxiway for Use as Parallel Runway (increase width to 75')
Install PAPI-2 on Parallel Runway

Mitigated Negative Declaration (Section One)

See Exhibit

#4 – Master Plan Improvement Projects

MITIGATION MEASURES: A summary of recommended mitigation measures is provided in the table below. The Ventura County Department of Airports agrees to implement these mitigation measures and, where required, agreements to implement appropriate mitigation must be secured from individual developers.

Summary of Mitigation Measures	
Mitigation Measure	Description
PLANNING-1	The County should pursue redesignation of the unincorporated portion of airport property from Agriculture Exclusive to an airport development compatible designation prior to pursuing the MALS for Runway 8.
PLANNING-2	The County should pursue an amendment to the Airport Comprehensive Land Use Plan for Ventura County to incorporate the planned parallel runway location.
AIR QUALITY-1	To minimize fugitive dust and particulate matter that may result from site preparation and construction activities on the site, the following conditions should be placed on any building permits obtained at the airport: All project construction and site preparation operations shall be conducted in compliance with all applicable VCAPD rules and regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust), as well as Rule 10, (Permits Required).
AIR QUALITY-2	Projects included in the <i>2009 Camarillo Airport Master Plan Update</i> are subject to General Conformity regulations under the <i>Clean Air Act</i> . General Conformity determinations will be made on a project-by-project basis prior to undertaking construction, in compliance with the <i>Clean Air Act</i> and FAA regulations.
WATER RESOURCES-1	Installation of the Runway 8 MALS approach lights at the airport requires coordination with the Watershed Protection District.
WATER RESOURCES-2	Converting the parallel taxiway to a runway, associated connecting taxiway, and northeast side access road at the airport requires an update of the airport's SWPPP and conformance with NPDES requirements.
BIOLOGICAL RESOURCES -1	All migratory nongame native bird species, are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA. Development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road should take place outside of the breeding bird season (February 1- September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If the listed project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor.
BIOLOGICAL RESOURCES -2	Specific burrowing owl surveys should be conducted prior to development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road in grassland areas within 500 feet of listed project activities. The surveys should follow the Burrowing Owl Consortium survey protocol, found on the Department's webpage (http://dfg.ca.gov/wildlife/nongame/docs/boconsortium.pdf). If burrowing owls are observed, Department staff should be contacted to develop a plan of action to minimize impacts to the burrowing owls using the site.

Summary of Mitigation Measures (Continued)	
Mitigation Measure	Description
BIOLOGICAL RESOURCES -3	The Department recommends that the Airport work jointly with the CDGF to develop a long-term conservation strategy for wildlife issues during the development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road.
BIOLOGICAL RESOURCES -4	Field surveys may be necessary for Installation of the MALS approach lighting to Runway 8 to determine the potential impacts to this drainage.
BIOLOGICAL RESOURCES -5	If the MALS approach lighting for Runway 8 is pursued, early consultation with the CDGF will be undertaken to avoid or reduce impacts to fish and wildlife resources.
PALEONTOLOGICAL RESOURCES-1	In the unlikely event that paleontological resources are encountered during project-related activities, work in the immediate vicinity of the discovery shall cease until the finds can be evaluated by a qualified specialist.
CULTURAL RESOURCES-1	Ventura County Department of Airports will prepare a Phase I Cultural Resources or Historic Resources Assessment prior to the installation of the proposed MALS approach lights for Runway 8 and northeast access road and submit the report to the FAA and the SHPO, and abide by the suggested recommendations.
SEISMIC HAZARDS-1	Where deemed necessary, the Runway 8 MALS approach light structures and development on the acquired parcel in the central terminal area should be the subject of a geotechnical study prior to construction. This study shall evaluate local geologic and soil conditions and identify appropriate construction measures that should be completed in terms of foundation design. MALS approach light structures shall also conform to the requirements of the Uniform Building Code.
HYDRAULIC HAZARDS-1	Drainage improvements for the impermeable surface areas added as a result of development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road will be designed to manage stormwater flows so that they do not exceed the carry capacity of Wood Creek Channel and the Camarillo Drain.
HYDRAULIC HAZARDS-1	The two MALS light structures located adjacent to the Camarillo Drain will be in compliance with the Ventura County Floodplain Management Ordinance.
TRANSPORTATION/CIRCULATION-1	Detailed design, an additional traffic study, and coordination with the Public Utilities Commission will be undertaken before the northeast airport access road onto Las Posas is pursued.

Summary of Mitigation Measures (Continued)	
Mitigation Measure	Description
WASTE TREATMENT/DISPOSAL-1	<p>Pursuant to IWMD review and responsibilities, the following contract specifications shall apply to this project:</p> <p><i>Recyclable Construction Materials</i> Contract specifications for this project shall include a requirement that recyclable construction materials (e.g., concrete, asphalt, rebar, wood, and metal) generated during all phases of this ongoing project be recycled at an authorized or permitted recycling facility. All non-recyclable materials shall be disposed of at a permitted disposal facility.</p> <p><i>Sediment and Soil - Recycling & Reuse</i> The contract specifications for this project shall include a requirement that sediment and soil not reused on-site during all phases of this ongoing project will be transported to an authorized or permitted facility for recycling or reuse. Illegal disposal and land filling of soil is prohibited.</p> <p><i>Green Materials - Recycling & Reuse</i> The contract specifications for this project shall include a requirement that wood waste and vegetation removed during all phases of this ongoing project be diverted from the landfill. This can be accomplished by on-site chipping and land application at the project site(s) or by transporting the material(s) to an authorized or permitted green waste facility in Ventura County.</p>

APPLICANT CONTACT INFORMATION: Copies of the Mitigated Negative Declaration, Initial Study, and *2009 Camarillo Airport Master Plan Update* may be obtained from the Ventura County Department of Airports, 555 Airport Way, Suite B, Camarillo, CA 93010.

FINDINGS AND DETERMINATION:

The Ventura County Department of Airports conducted an Initial Study (attached), which determined that the proposed project would have less-than-significant environmental effects for all reviewed categories with mitigation. There is no substantial evidence that the project may have a significant impact on the environment. Therefore, the following environmental determinations have been made:

- 1. Based on the whole record (including the Initial Study and any supporting documentation), the Ventura County Department of Airports has determined that there is no substantial evidence that the project will have a significant effect on the environment if mitigation measures are followed.**
- 2. The Mitigated Negative Declaration, with its supporting documentation, reflects the independent judgment and analysis of the lead agency, which is the Ventura County Department of Airports.**

If there are substantial changes that alter the character or impacts of the proposed project, another environmental impact determination will be necessary.

DOCUMENTATION:

The attached Initial Study documents the reasons to support the above determination.

PUBLIC REVIEW DISTRIBUTION:

Draft copies or notice of this Mitigated Negative Declaration were distributed to:

- State Clearinghouse

PUBLIC REVIEW:

- () Draft document referred for comments on March 15, 2010.
- () No comments were received during the public review period.
- () Comments were received but did not address the draft Mitigated Negative Declaration findings or the accuracy/completeness of the Initial Study. No response is necessary. The letters are attached.

Comments addressing the findings of the draft Mitigated Negative Declaration and/or accuracy or completeness of the Initial Study were received during the public review period. The letters and responses follow (see Responses to Comments, attached).

March 15, 2010
Date of Draft Report


Signature

April 30, 2010
Date of Final Report

Attachments:

- A. 2009 Camarillo Airport Master Plan Update



**NOTICE OF AVAILABILITY AND INTENT TO ADOPT A
MITIGATED NEGATIVE DECLARATION**

The County of Ventura Department of Airports, as the Lead Agency, has reviewed the following proposed project:

ENTITLEMENT: Camarillo Airport Master Plan Update

APPLICANT: County of Ventura Department of Airports

LOCATION: Camarillo Airport
555 Airport Way
Camarillo, CA 93010

ASSESSOR PARCEL NO(S): 216-0-040-110, 216-0-040-125, 216-0-040-165,
230-0-030-155, 230-0-010-135, 230-0-030-125,
230-0-030-055

PARCEL SIZE: Approximately 650 acres

GENERAL PLAN DESIGNATION: Public

EXISTING ZONING: M-1, Light Manufacturing

RESPONSIBLE AND/OR TRUSTEE AGENCIES: none

PROJECT DESCRIPTION: The *2009 Camarillo Airport Master Plan* is an update to the *1996 Camarillo Airport Master Plan* and proposes a number of potential physical improvements that will be undertaken as aviation demand warrants. The purpose of this updated plan is to establish an internal land use plan to support the development of general aviation uses at the airport. The Airport Master Plan is a conceptual plan and not all of the improvements contained within the plan will likely be undertaken.

Many of the projects proposed in the *1996 Camarillo Airport Master Plan* have been completed. However, several projects in the *1996 Camarillo Airport Master Plan* not completed have been carried forward into the *2009 Camarillo Airport Master Plan Update*. The projects carried forward were reviewed under the 1999 EA/EIR, 2003 EIR addendum, or 2008 MND and have received CEQA clearance. New projects resulting from the *2009 Camarillo Airport Master Plan Update* not included in the previous master plan, assessed in the 1999 EA/EIR, or 2003 EIR addendum or 2009 MND are included in this 2010 Mitigated Negative Declaration and Initial Study.

STATEMENT OF ENVIRONMENTAL FINDINGS: State law requires that an Initial Study (environmental analysis) be conducted to determine if this project could significantly

affect the environment. Based on the findings in the Initial Study, it has been determined that this proposed project may have a significant effect on the environment, however mitigation measures are available which would reduce the impacts to less than significant levels. As such, a Mitigated Negative Declaration has been prepared and the applicant has agreed to implement the mitigation measures.

PUBLIC REVIEW: The public review period is from March 17, 2010 through April 16, 2010. The Initial Study, Mitigated Negative Declaration, and 2009 Camarillo Airport Master Plan Update are available for review on the Department of Airports' website on-line at www.ventura.org/airports or at the following locations during normal business hours.


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

Camarillo Library
4101 Las Posas Road
Camarillo, CA 93010

COMMENTS: The public is encouraged to submit written comments to Mr. Donald Occhiline, no later than 5:00 p.m. on April 16, 2010, at don.occhiline@ventura.org, or to 555 Airport Way, Suite B, Camarillo, CA 93010.



Todd McNamee,
Director of Airports



Date

DETERMINATION:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect: 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards; and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects: (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards; and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

6/18/10

Date

TODD McNamee

Printed Name

Dept. of Airports

For

Section **TWO**



Response to Public Comments

**CAMARILLO AIRPORT MASTER PLAN UPDATE
MITIGATED NEGATIVE DECLARATION
Responses to Comments Received
During the Public Comment Period**

The comments and questions received during the public comment period are responded to in this section. A list of people making comments follows.

Agency/Person Commenting	Comment Number
California Public Utilities Commission, Rosa Munoz, PE	1 and 2
Dept. of Fish and Game, Edmund Pert	3 and 4

Rosa Munoz, PE, Utilities Engineer Rail Crossings Engineering Section Consumer Protection and Safety Division

Comment 1: The proposed airport master plan project at the intersection of Pleasant Valley Road and Los Posas Road may increase traffic volumes not only on streets and at intersections, but also the Las Posas Road (001E-410.45, 745870K) crossing. This includes considering pedestrian circulation patterns/destinations with respect to the Union Pacific Railroad Company's right-of-way.

Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad right-of-way.

Response: Access to Camarillo Airport is via Las Posas Road and Pleasant Valley Road. The Ventura County Transportation Commission's (VCTC) *2009 Congestion Management Program* lists the intersection as having a service level of A in the morning traffic peak and B in the evening traffic peak. Therefore, traffic generated near the airport is below capacity at this intersection. In addition, the VCTC's *Transportation Improvement Program (TIP)* lists Las Posas Road for widening from four lanes to six lanes between 2013 and 2014. Pleasant Valley Road is also listed in the TIP for widening from two lanes to four lanes between 2015 and 2025. In addition, E-mail correspondence dated October 26, 2009 from Mr. DeGeorge of VCTC indicated that potential traffic increase from the *2009 Camarillo Airport Master Plan Update* would not create a significant impact on the *2009 Congestion Management Program*.

Ventura County has agreed to prepare a detailed traffic study prior to pursuing the northeast side airport access road (See Mitigation Measure Transportation/Circulation 1). Mitigation Measure Transportation/Circulation 1 will be amended to include coordination with the Public Utilities Commission in the Final Initial Study and Mitigated Negative Declaration.

Comment 2: Language should be in place so that any traffic impact studies undertaken should also address traffic increase impacts over affected crossings and associated proposed mitigation measures.

Response: See response to Comment 1.

Edmund Pert, Department of Fish and Game Regional Manger, South Coast Region

Comment 3: Due to the observation of these species the Department recommends the following be included as biological mitigation measures before approving the MND.

1. All migratory nongame native bird species, are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503,3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA. Proposed project activities (including disturbances to vegetation) should take place outside of the breeding bird season (February 1- September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor.
2. Specific burrowing owl surveys should be conducted prior to project implementation in grassland areas within 500 feet of project implementation activities. The surveys should follow the Burrowing Owl Consortium survey protocol, found at (<http://dfg.ca.gov/wildlife/nongame/docs/boconsortium.pdf>), the Department's webpage. If burrowing owls are observed, Department staff should be contacted to develop a plan of action to minimize impacts to the burrowing owls using the site.
3. The Department recommends that the Airport work jointly with the Department to develop a long-term conservation strategy for wildlife issues.

Response: The mitigation measures described above will be included in the Final Initial Study and Mitigated Negative Declaration for development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road.

Comment 4: The Department recommends the following mitigation measure be included before approving the MND.

1. For any activity that will divert or obstruct the natural flow or change the bed, Channel, or bank (which may include associated riparian resources) or a river or stream or use material from a streambed, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1600 *et seq.* of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration

(LSA) Agreement is required. The Department's issuance of an LSA may be a project that is subject to CEQA. To facilitate our issuance of the Agreement when CEQA applies, the Department as a Responsible Agency under CEQA may consider the local jurisdiction's (Lead Agency) document for the project. To minimize additional requirements by the Department under CEQA, the document should fully identify the potential impacts to the lake, stream, or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources.

Response: The mitigation measures described above will be included in the Final Initial Study and Mitigated Negative Declaration for the MALS approach lighting system for Runway.

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013



March 25, 2010

Donald Occhiline
Ventura County Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010

Received

MAR 29 2010

Dept. of Airports

Dear Mr. Occhiline:

Re: SCH# 1985022011; Camarillo Airport Master Plan Update

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission's Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Completion & Environmental Document Transmittal-Mitigated Negative Declaration* from the State Clearinghouse. The proposed airport master plan project at the intersection of Pleasant Valley Road and Los Posas Road may increase traffic volumes not only on streets and at intersections, but also the Las Posas Road (001E-410.45, 745870K) crossing. This includes considering pedestrian circulation patterns/destinations with respect to the Union Pacific Railroad Company's right-of-way. 1

Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad right-of-way.

Language should be in place so that any traffic impact studies undertaken should also address traffic increase impacts over affected crossings and associated proposed mitigation measures. 2

If you have any questions, please contact Sergio Licon, Utilities Engineer at 213-576-7085, sal@cpuc.ca.gov, or me at rxm@cpuc.ca.gov, 213-576-7078.

Sincerely,

Rosa Muñoz, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division



California Natural Resources Agency
DEPARTMENT OF FISH AND GAME

South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201
<http://www.dfg.ca.gov>

ARNOLD SCHWARZENEGGER, Governor
JOHN MCCAMMAN, Director



April 14, 2010

Mr. Donald Occhiline
Ventura County Department of Airports
555 Airport Way, Suite B
Camarillo, CA 93010
Fax: (805) 388-4366

**Subject: Initial Study, Draft Mitigated Negative Declaration for Camarillo Airport
Master Plan Update SCH 1985022011, Ventura County**

Dear Mr. Occhiline:

The Department of Fish and Game (Department) has reviewed the above-referenced Initial Study, Draft Mitigated Negative Declaration (DMND), for the Camarillo Airport Master Plan update, Ventura County, California. The 2009 Camarillo Airport Master Plan is an update to the 1996 plan and proposes a number of potential physical improvements that will be undertaken as aviation demands warrant. The purpose of this update is to establish an internal land use plan to support the development of general aviation uses at the airport.

The following statements and comments have been prepared pursuant to the Department's authority as Trustee Agency with jurisdiction over natural resources affected by the project (CEQA Section 15386) and pursuant to our authority as a Responsible Agency under the California Environmental Quality Act (CEQA), Section 15381 over those aspects of the proposed project that come under the purview of Fish and Game Code Section 1600 *et seq.* regarding impacts to streams and lakes.

The California Wildlife Action Plan, a recent Department guidance document, identified the following stressors affecting wildlife and habitats within the project area: 1) growth and development; 2) water management conflicts and degradation of aquatic ecosystems; 3) invasive species; 4) altered fire regimes; and 5) recreational pressures. The Department looks forward to working with Ventura County to minimize impacts to fish and wildlife resources with a focus on these stressors.

The Initial Study DMND (Page 2-8, paragraph A) states that the assessment used to determine potential biological resources within or adjacent to the project site was a search of the California Natural Diversity Database (CNDDDB), conducted in November 2009. The CNDDDB search revealed no known occurrences of federally listed threatened or endangered species within three miles of the airport. The Department applauds the use of the CNDDDB and acknowledges it as a good tool to help assess potential biological resources. As you know, this database allows spatial review of sensitive biological resources that have been reported in the past to the CNDDDB staff. However, these observations do not represent the current status of sensitive biological resources in the area, as CNDDDB data is provided only by site specific projects. Nevertheless, the database indicated that a California horned lark (*Eremophila alpestris actia*) observation was made approximately ½ mile to the southwest of the western end of the runway. The California horned lark is a State Ranked 3 species, not yet included as a species of special concern. The California horned lark is a grass land nesting species and this finding indicates

Conserving California's Wildlife Since 1870

Mr. Donald Occhiline
April 14, 2010
Page 2 of 3

that ground nesting by native birds occurs within the area. In addition, the Department, while working with the Ventura County Watershed Protection District along the Camarillo Hills Drain, observed two burrowing owls (*Athene cunicularia*) in February 2009. These burrowing owls were using burrows in open fields on the western portion of the project site adjacent to the drain. These burrowing owls may be year-round residents or may be using the burrows as a temporary wintering habitat. Burrowing owls are a California Species of Special Concern. Due to the observation of these species the Department recommends the following be included as biological mitigation measures before approving the MND.

1. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA. Proposed project activities (including disturbances to vegetation) should take place outside of the breeding bird season (February 1- September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor.
2. Specific burrowing owl surveys should be conducted prior to project implementation in grassland areas within 500 feet of project implementation activities. The surveys should follow the Burrowing Owl Consortium survey protocol, found on the Department's webpage (<http://dfg.ca.gov/wildlife/nongame/docs/boconsortium.pdf>). If burrowing owls are observed, Department staff should be contacted to develop a plan of action to minimize impacts to the burrowing owls using the site.
3. The Department recommends that the Airport work jointly with the Department to develop a long-term conservation strategy for wildlife issues.

The Initial Study DMND (Page 2-8, paragraph B) discusses wetland habitat that occurs on the project site. The document states that the National Wetlands Inventory classifies the Camarillo Hills Drain, located at the northern and western boundaries of the airport, as a riverine wetland. The document also states that it is difficult to determine the potential impacts on wetland habitat of this proposed project until it is designed. The Department recommends the following mitigation measure be included before approving the MND.

1. For any activity that will divert or obstruct the natural flow, or change the bed, channel, or bank (which may include associated riparian resources) or a river or stream or use material from a streambed, the project applicant (or "entity") must provide written notification to the Department pursuant to Section 1600 *et seq.* of the Fish and Game Code. Based on this notification and other information, the Department then determines whether a Lake and Streambed Alteration (LSA) Agreement is required. The Department's issuance of a LSA may be a project that is subject to CEQA. To facilitate our issuance of the Agreement when CEQA applies, the Department as a Responsible Agency under CEQA may consider the local jurisdiction's (Lead Agency) document for the project. To minimize additional requirements by the Department under CEQA the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources.

Mr. Donald Occhiline
April 14, 2010
Page 3 of 3

Thank you for this opportunity to provide comments. Please contact Mr. Dan Blankenship, Staff Environmental Scientist, at (661) 259-3750 if you should have any questions and for further coordination on the proposed project.

Sincerely,



for Edmund Pert
Regional Manager
South Coast Region

cc: Helen Birss, DFG, Los Alamitos
Betty Courtney, DFG, Santa Clarita
Dan Blankenship, DFG, Santa Clarita
Jeff Humble, DFG, Ventura
State Clearinghouse, Sacramento

Section **THREE**



Initial Study

INITIAL STUDY

for

**CAMARILLO AIRPORT
Camarillo, California**

Prepared for

VENTURA COUNTY

by

Coffman Associates, Inc.

January 2010

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CAMARILLO AIRPORT Camarillo, California

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PROJECT DESCRIPTION

CAMARILLO AIRPORT MASTER PLAN UPDATE CEQA DOCUMENTATION

Project Title:

Camarillo Airport Master Plan
Update

Lead Agency Name and Address:

Ventura County at:
Ventura County Dept. of Airports
555 Airport Way, Suite B
Camarillo, CA 93010

Contact Person and Phone Number:

Mr. Donald Occhiline
(805) 388-4201

Project Location:

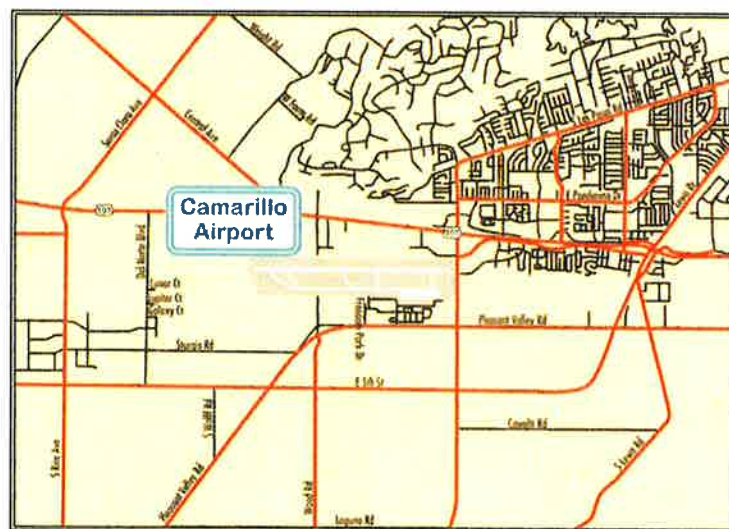
Camarillo Airport
555 Airport Way, Suite B
Camarillo, CA 93010

Project Sponsor's Name and Address:

Ventura County at:
Ventura County Dept. of Airports
555 Airport Way, Suite B
Camarillo, CA 93010

Preparer:

Coffman Associates, Inc.
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063

**General Plan Designation:**

The existing Camarillo Airport is designated Public. Adjacent land within the city boundaries are designated as Industrial and Commercial.

Zoning:

The existing Camarillo Airport is zoned for Light Manufacturing (M-1). Adjacent properties within the city limits are designated General Manufacturing (M2), Limited Manufacturing (LM), Rural Exclusive (RE), and Commercial Planned Development (CPD).

SECTION A PROJECT DESCRIPTION

The *2009 Camarillo Airport Master Plan* is an update to the *1996 Camarillo Airport Master Plan* and proposes a number of potential physical improvements (depicted on **Exhibits 1, 2, and 3**) that will be undertaken as aviation demand warrants. The purpose of this updated plan is to establish an internal land use plan to support the development of general aviation uses at the airport. The Airport Master Plan is a conceptual plan and not all of the improvements contained within the plan will likely be undertaken. The improvements outlined within the Master Plan Update are summarized on **Table 1**. It should be noted that several projects in the *1996 Camarillo Airport Master Plan* have not been completed and are carried forward into the *2009 Camarillo Airport Master Plan Update*. The following sections provide a brief description of the improvements contained within the Airport Master Plan broken down by short term, intermediate, and long term time horizons.

Short Term Improvements

Many of the projects contained in the short term involve rehabilitation or improvement of existing facilities (shown in green on **Exhibit 1**). The most significant of these is the rehabilitation of Runway 8-26, both pavement and drainage, as well as the rehabilitation of two apron areas. Rehabilitation of pavement may involve crack sealing, spot pavement replacement, and pavement milling and overlay. The short term plan also includes improving Taxiway B pavement fillets so that it can be utilized for “high-speed” exit opportunities.

The short term also includes several projects which would add to existing facilities (shown in red on **Exhibit 1**). The most significant new project is the development of a second parallel taxiway to serve airfield operations. A second parallel taxiway is desired for efficiency issues. Moreover, the existing layout of parallel Taxiway F in proximity to the west terminal apron areas and automobile drive lane creates a taxiway obstruction for larger aircraft. The proposed taxiway will allow larger aircraft to traverse from the airfield to the east terminal area without having to utilize existing parallel Taxiway F.

Construction of a new apron in the eastern terminal area is planned. A parcel exchange is also planned. This would involve swapping a parcel the airport is currently not using with a parcel that the airport is currently leasing in the central terminal area. Development for the parcel to be acquired in the swap has not been planned. However, the development on this parcel will be a non-aviation use and consistent with the current M-1 zoning (storage units or office/warehouse).

Intermediate Term Improvements

Intermediate term projects are grouped together to represent potential years 6-10 and are depicted on **Exhibit 2**. Several projects in the intermediate term include rehabilitation of existing facilities (shown in orange on **Exhibit 2**). This includes pavement and drainage rehabilitation on Taxiways A, C, D, F, and G. Apron spaces in the western and eastern terminal areas are also proposed for pavement rehabilitation.

The apron expansion will provide for taxiway access to proposed hangar developments and for aircraft parking. In addition, the plan proposes the development of a mix of 90 T-hangars and

Initial Study (Section Three)

See Exhibits

#4 – Short Term Improvements

#2 – Intermediate Term Improvements

#3 – Long Term Improvements

executive hangars (with associated taxilane access) in the east terminal area to meet the existing demand (there are over 200 people on a waiting list for aircraft hangars that have been in existence for several years and the typical waiting period for a hangar is eight to ten years).

Table 1 Camarillo Airport Master Plan Improvements
SHORT TERM IMPROVEMENTS
Construct Parallel Taxiway (Alpha to Echo at 700' separation)
Construct Northeast Apron (approx. 8,000 yd. ²)
Rehabilitate Apron Pavement
Upgrade Runway to LED lights
Rehabilitate Runway/Taxiway Pavement and Drainage
Rehabilitate Apron East of Taxiway B (20,000 yd. ²)
Property Exchange
INTERMEDIATE TERM IMPROVEMENTS
Install Localizer Antenna
Construct 60 Hangars (Mix of Executive and T-hangars)
Construct Taxilane for New East Terminal Area T-hangars
Rehabilitate Pavement West Apron
Rehabilitate Parallel Taxiway G Pavement & Drainage
Rehabilitate East Hangar Complex Pavement
Rehabilitate Pavement & Drainage on Taxiways A, C, and D; Slurry Seal Runway
Construct New East Terminal Apron and Taxilanes (approximately 24,500 yd. ²)
Construct 30 T-hangars and 8 Executive Hangars
Replace PAPI-2 with PAPI-4 Units on Runway 8-26
Install MALSR – Runway 8
LONG TERM IMPROVEMENTS
Construct Parallel/Connecting Taxiway (Alpha to Echo at 400' Separation)
Install MALSR on Runway 26
Construct New East Terminal Access Road (approx. 1,000')
Expand East Terminal Apron (approx. 11,100 yd. ²)
Construct Taxilanes for 50 T-hangars
Construct 50 T-hangars
Remove Portions of Existing Taxiways D and E
Extend Parallel Taxiway F and Reconfigure Taxiway E
Upgrade Parallel Taxiway for Use as Parallel Runway (increase width to 75')
Install PAPI-2 on Parallel Runway

Finally, airfield navigational improvements are proposed. First, a medium intensity approach lighting system with runway alignment lights (MALSR) is proposed for installation on Runway 26. The plan also proposes an upgrade to a four-box precision approach path indicator (PAPI-4) to replace the existing two-box systems now on both ends of the runway. These navigational aid improvements are designed to improve approach minimums to Runway 26 and improve visual recognition of the runway ends. A localizer antenna designed to provide distance and course information to the aircraft on approach to Runway 26 is also proposed.

Long Term Improvements

The first project considered in the long term is the extension of the parallel taxiway from Taxiway B to E at 400-foot separation from Runway 8-26 (shown in blue on **Exhibit 3**). It is believed that the very high frequency omni-directional range (VOR) navigational aid will be decommissioned by this time, allowing for the parallel taxiway to be extended. The second

project considered is the installation of an MALS on Runway 8 which, coupled with a localizer performance with vertical guidance (LPV)/global positioning system (GPS) approach, could allow Runway 8 to provide approach minimums as low as 0.75 mile visibility.

Long term planning includes the development of 50 T-hangars in the central terminal area. The hangars would be developed adjacent to the existing fuel farm. T-hangar taxilanes would need to be constructed for access. A portion of Aviation Drive would need to be closed so that the hangar area could be connected with existing landside facilities. Convair Street would allow for automobile access to connect the western terminal with the central terminal area. Expansion of the eastern terminal apron is also proposed.

Apron area expansion and an access road connecting to Las Posas Road in the northeast terminal area are also planned in the long term. The access road is planned to be gated to limit access. Automobile traffic will also be limited to right turns from Las Posas and right turns onto Las Posas.

The final projects considered in the long term involve those necessary to transition the portion of the "staggered parallel taxiway" to be a commissioned parallel runway. The pavement will need to be increased in width from 50 feet (taxiway) to 75 feet. Portions of existing Taxiways B, D, and E will have to be removed. Taxiway F is proposed to be extended so as to become a right-angled alignment with Taxiway E and Runway 8. Finally, the installation of a PAPI-2 on both ends of the parallel runway are proposed. **Exhibit 3** depicts improvements planned for the long term for Camarillo Airport.

Master Plan Projects Subject to Initial Study Review

As previously mentioned, the *2009 Camarillo Airport Master Plan* is an update to the *1996 Camarillo Airport Master Plan*. An Environmental Assessment/Environmental Impact Report (EA/EIR) was completed for the *1996 Camarillo Airport Master Plan* in July 1999, an addendum to the EA/EIR was prepared in 2003, and a Mitigated Negative Declaration (MND) for the parallel taxiway prepared in 2009. Many of the projects proposed in the *1996 Camarillo Airport Master Plan* have been completed. However, several projects in the *1996 Camarillo Airport Master Plan* not completed have been carried forward into the *2009 Camarillo Airport Master Plan Update*. The projects carried forward were reviewed under the 1999 EA/EIR, 2003 EIR addendum, or 2008 MND and have received CEQA clearance. New projects resulting from the *2009 Camarillo Airport Master Plan* not included in the previous master plan, assessed in the 1999 EA/EIR, 2003 EIR addendum, or 2009 MND are included in this Initial Study. **Table 2** and **Exhibit 4** depict the new projects included in this Initial Study.

Initial Study (Section Three)

See Exhibit

#4 – Master Plan Improvement Projects

Table 2

Camarillo Airport Master Plan Included In This Initial Study

SHORT TERM IMPROVEMENTS

Upgrade Runway to LED lights

Property Exchange

INTERMEDIATE TERM IMPROVEMENTS

Install Localizer Antenna

Replace PAPI-2 with PAPI-4 Units on Runway 8-26

LONG TERM IMPROVEMENTS

Connecting Taxiway

Install MALS on Runway 8

Construct New East Terminal Access Road (approx. 1,000')

Remove Portions of Existing Taxiways D and E

Upgrade Parallel Taxiway for Use as Parallel Runway (increase width to 75')

Install PAPI-2 on Parallel Runway

REFERENCES

Camarillo Airport Master Plan (1996)

Camarillo Airport Master Plan (2009)

Camarillo Airport Master Plan Environmental Assessment/Environmental Impact Report (1999)

Camarillo Airport Master Plan Environmental Impact Report Addendum (2003)

Mitigated Negative Declaration for Camarillo Airport Taxiway Construction (2009)



VENTURA COUNTY CEQA CHECKLIST

**CEQA INITIAL STUDY
FOR THE CAMARILLO AIRPORT MASTER PLAN**

**SECTION B
INITIAL STUDY CHECKLIST**

This Initial Study Assessment has been prepared in accordance with the County of Ventura's *Administrative Supplement to State CEQA Guidelines*. Discussion of each category is presented after the checklist in Section C. A summary of mitigation measures is presented at the end of Section C.

Section B
Initial Study Checklist
Project No. _____

	Issue (Responsible Department)	Project Impact Degree Of Effect*				Cumulative Impact Degree Of Effect*			
		N	LS	PS-M	PS	N	LS	PS-M	PS
General:	1. General Plan Environmental Goals and Policies (PIng.)			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		
Land Use:	2. Land Use (PIng.):								
	a. Community Character		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	b. Housing		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	c. Growth Inducement		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
Resources:	3. Air Quality (APCD):								
	a. Regional		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	b. Local		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	4. Water Resources (PWA):								
	a. Groundwater Quantity		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	b. Groundwater Quality		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	c. Surface Water Quantity		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	d. Surface Water Quality			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
	5. Mineral Resources (PIng.):								
	a. Aggregate	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
	b. Petroleum	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
	6. Biological Resources:								
	a. Endangered, Threatened, or Rare Species		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	b. Wetland Habitat			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
	c. Coastal Habitat	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
	d. Migration Corridors			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
	e. Locally Important Species/Communities			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
	7. Agricultural Resources (Ag. Dept.):								
	a. Soils		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	b. Water		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	c. Air Quality/Micro-Climate		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	d. Pests/Diseases	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
	e. Land Use Incompatibility			<input checked="" type="checkbox"/>			<input checked="" type="checkbox"/>		
	8. Visual Resources:								
	a. Scenic Highway (PIng.)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	b. Scenic Area/Feature		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	9. Paleontological Resources			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
	10. Cultural Resources:								
	a. Archaeological			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
	b. Historical (PIng.)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	c. Ethnic, Social, or Religious		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	11. Energy Resources		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	12. Coastal Beaches & Sand Dunes	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
Hazards:	13. Seismic Hazards (PWA):								
	a. Fault Rupture			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
	b. Ground Shaking			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
	c. Tsunami	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
	d. Seiche	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
	e. Liquefaction			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
	14. Geologic Hazards (PWA):								
	a. Subsidence:		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	b. Expansive Soils		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	c. Landslides/Mudslides	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
	15. Hydraulic Hazards (PWA/FCD):								
	a. Erosion/Siltation			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
	b. Flooding			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
	16. Aviation Hazards (Airports)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	17. Fire Hazards (Fire)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	18. Hazardous Materials/Waste:								
	a. Above-Ground Hazardous Materials (Fire)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	b. Hazardous Materials (EH)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	c. Hazardous Waste (EH)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		

Section B
Initial Study Checklist
 Project No. _____

	Issue (Responsible Department)	Project Impact Degree Of Effect*				Cumulative Impact Degree Of Effect*			
		N	LS	PS-M	PS	N	LS	PS-M	PS
Hazards: (cont.)	19. Noise and Vibration		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	20. Glare		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	21. Public Health (EH)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
Public Facilities/ Services:	22. Transportation/Circulation:								
	a. Public Roads and Highways:		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	(1) Level of Service (PWA)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	(2) Safety/Design (PWA)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	(3) Tactical Access (Fire)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	b. Private Roads and Driveways (Fire)			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
	(1) Safety/Design			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
	(2) Tactical Access			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
	c. Pedestrian/Bicycle		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	(1) Public Facilities (PWA)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	(2) Private Facilities		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	d. Parking (Png.)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	e. Bus Transit		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	f. Railroads		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	g. Airports		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	h. Harbors		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	i. Pipelines		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	23. Water Supply:								
	a. Quality (EH)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	b. Quantity (PWA)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	c. Fire Flow (Fire)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	24. Waste Treatment/Disposal:								
	a. Individual Sewage Disposal System (EH)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	b. Sewage Collection/Treatment Facilities		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	c. Solid Waste Management (PWA)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	d. Solid Waste Facilities (EHD)			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>	
	25. Utilities:								
	a. Electric		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	b. Gas		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
	c. Communication		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
26. Flood Control/Drainage:									
a. FCD Facility (FCD)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
b. Other Facilities (PWA)		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
27. Law Enforcement/Emergency Svs. (Sheriff):									
a. Personnel/Equipment		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
b. Facilities			<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>		
28. Fire Protection (Fire):									
a. Distance/Response Time		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
b. Personnel/Equipment/Facilities		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
29. Education:									
a. Schools	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				
b. Libraries (Lib. Agency)	<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>				
30. Recreation (GSA):									
a. Local Parks/Facilities		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
b. Regional Parks/Facilities		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			
c. Regional Trails/Corridors		<input checked="" type="checkbox"/>				<input checked="" type="checkbox"/>			

Degree of Effect:

- N = No Impact
- LS = Less Than Significant
- PS-M = Potentially Significant Impact Unless Mitigation Incorporated
- PS = Potentially Significant Impact

SECTION C DISCUSSION OF RESPONSES TO CHECKLIST

1. General Plan Environmental Goals and Policies (Plng.): (Potentially Significant Impact Unless Mitigation Incorporated)

Ventura County General Plan (As Amended 2008)

The *Ventura County General Plan* goals and policies with respect to Camarillo Airport can be found in the land use transportation related hazards, noise, and transportation circulation elements.

Land Use: Correspondence from Ventura County Planning indicated a concern over the medium intensity approach lighting system (MALS) proposed for Runway 8 in the long term on the very western portion of airport property within unincorporated Ventura County. This 27.7-acre parcel is zoned Agriculture Exclusive, which is not consistent with airport development and subject to the Save Open Space and Agricultural Resources (SOAR) Ordinance. This parcel also straddles the Camarillo Hills Drain and is within the airport's perimeter fence. Perimeter roads for airport security checks are also present on both sides of the Camarillo Hills Drain on this parcel. The portion of this parcel not contained by the Camarillo Hills Drain and associated levies, and the access road is not being farmed.

The SOAR Ordinance establishes city urban restriction boundaries (CURB) around each city and requires county/city voter approval before any land located outside the CURB lines can be developed. The County SOAR ordinance requires countywide voter approval of any change to the County General Plan involving the "Agricultural," "Open Space," or "Rural" land use map designations. However, the Board of Supervisors, without the vote of the people, may redesignate "Agricultural," "Open Space," or "Rural" properties, provided the Board complies with the following two conditions:

1. The Board makes a finding based upon the advice of the County Counsel that the designation of the property affects an unconstitutional taking of the landowner's property, and
2. In permitting the redesignation, the Board allows a less restrictive designation to be applied to the property only to the extent necessary to avoid the unconstitutional taking of the landowner's property.

Mitigation Measure PLANNING-1: The County should pursue redesignation of the unincorporated portion of airport property from Agriculture Exclusive to an airport development compatible designation prior to pursuing the MALS for Runway 8.

Transportation Related Hazards: The proposed projects are consistent with the transportation related hazards element goals because they do not change the designated agriculture land use designations adjacent to the airport or create hazards in the proximity to the airport. In addition, updated Federal Aviation Regulation Part 77 airspace drawings have been incorporated in the Master Plan document.

Noise: Consistency with the noise element can be demonstrated by the updated airport noise exposure contours for Camarillo Airport. The updated long range 65 CNEL noise contours for the proposed project do not impact noise-sensitive land uses. The aircraft noise analysis can be found in **Attachment D**.

Transportation/Circulation: The proposed projects are also consistent with the transportation/circulation goal of facilitating the safe and efficient movement of persons and goods by encouraging the design, construction, and maintenance of an integrated transportation and circulation system consisting of regional and local roads, bus transit, bike paths, ridesharing, rail transit and freight service, airports, and harbors.

City of Camarillo General Plan (As Amended For Each Element)

Circulation (2000): The Circulation Element identifies the Camarillo Airport as a general aviation field for use by private aircraft along with charter, agricultural and government flying activities. This element of the *Camarillo General Plan* further states: "At this time, no incompatible land uses exist in or around the airport, nor are any incompatible land uses planned." The proposed projects are contained within current airport property and do not change the planned land uses to nearby properties. The proposed projects also do not change any of the existing programs that ensure compatibility between the airport and its surrounding uses. These programs include community participation programs, noise abatement programs, aircraft operator training programs, and noise monitoring programs. For the reasons stated above, the proposed projects are consistent with the *Camarillo General Plan* Circulation Element.

A letter dated October 20, 2009 from the City of Camarillo Department of Public Works stated that the access drive onto Las Posas Road would be feasible if limited to right turn in and right turn out. The City also requested more detailed design and additional study when the access road onto Las Posas is pursued.

Noise (1996): The *Camarillo General Plan* sets as a policy for the City to encourage a reduction of engine run-ups and flight operations at Camarillo Airport. Run-ups and aircraft engine warm-ups or testing is done during aircraft maintenance and prior to an itinerant takeoff. As implementation of the proposed projects will occur on an as-needed basis, they will have no effect on the number/type of run-ups or the number of flight operations at Camarillo Airport.

Airport Comprehensive Land Use Plan for Ventura County (2000)

The proposed project does not change the existing Runway 8-26. The location of the proposed parallel runway has been shifted 400 feet to the west. The runway end location is a primary factor in determining the location for the safety zones. Therefore, an amendment to the *Airport Comprehensive Land Use Plan for Ventura County* will be necessary.

Mitigation Measure PLANNING-2: The County should pursue an amendment to the Airport Comprehensive Land Use Plan for Ventura County to incorporate the planned parallel runway location.

2. Land Use:

A. Community Character - (Less than significant) - The Camarillo Airport is currently located in an urban area. The proposed projects will have a less than significant effect on the character of the community because it is not introducing a new land use. In addition, proposed structures will be consistent with and in support of existing airport and business park facilities. The City of Camarillo and Ventura County should adhere to current land use designations on adjacent properties and the recommendations of the *Airport Comprehensive Land Use Plan for Ventura County* (2000).

B. Housing (Less than significant) - The proposed projects will not remove, create, or demand additional housing because it is a demand-based planning document designed to meet FAA safety standards, serve projected aviation needs of the community, and will not require acquisition of existing or future planned housing areas. Therefore, the proposed projects will not have a significant effect on housing.

C. Growth Inducement - (Less than significant) - The proposed projects will not create new growth or remove obstacles for growth because it is a demand-based document and is designed to serve facility needs based on projected demand, as opposed to creating new development and encouraging new growth. For example, proposed hangars will be constructed to meet current demand. There are over 200 people on a waiting list for aircraft hangars that has been in existence for several years and the typical wait for a hangar is eight to ten years. Therefore, new development will meet existing demand and projected demand and will not have a significant effect with regards to growth inducement.

3. Air Quality:

A. Regional Air Quality Impacts - (Less than significant) - Based on coordination with the Ventura County Air Pollution Control District (APCD), the proposed improvements to Camarillo Airport outlined in the 2009 Airport Master Plan Update will not have a significant impact on regional air quality. The Ventura County Air Quality Assessment Guidelines establish a threshold of 25 pounds per day for reactive organic compounds (ROC) and oxides of nitrogen (NO_x). According to the URBEMIS emissions model output provided by the APCD, emissions from projects included in the Camarillo Airport Master Plan will total 5.19 pounds per day for ROC and 4.05 pounds per day for oxides of nitrogen. Each of these emission rates is below the APCD thresholds; therefore, the projects will not have a significant impact on air quality. See attached correspondence from the APCD. The emissions inventory for Camarillo Airport can be found in **Attachment C**.

B. Local Air Quality Impacts (Less than significant) - Coordination from the APCD indicates that the improvements proposed in the Camarillo Airport Master Plan will generate local air quality impacts, but those impacts are not likely to be significant.

Mitigation Measure AIR QUALITY-1: To minimize fugitive dust and particulate matter that may result from site preparation and construction activities on the site, the following conditions should be placed on any building permits obtained at the airport:

All project construction and site preparation operations shall be conducted in compliance with all applicable VCAPD rules and regulations with emphasis on Rule

50 (Opacity), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust), as well as Rule 10, (Permits Required).

Mitigation Measure AIR QUALITY-2: Projects included in the Camarillo Airport Master Plan update are subject to General Conformity regulations under the *Clean Air Act*. General Conformity determinations will be made on a project-by-project basis prior to undertaking construction, in compliance with the *Clean Air Act* and FAA regulations.

4. Water Resources:

A. Groundwater Quantity - (Less than significant) – Camarillo Airport water is provided by the City of Camarillo. Based upon correspondence from Tom Smith of the City of Camarillo water department, the proposed projects will have a less than significant impact on water resources. See **Attachment B**.

B. Groundwater Quality - (Less than significant) – The groundwater well near Camarillo Airport is in the Lower Aquifer System (LAS). The LAS is protected by clay zones to a depth of about 600 feet. An Upper Aquifer System occurs west of the airport, but is also protected by an impervious clay zone. The impact to groundwater quality due to airport growth is less than significant because of the natural protection provided by these clay layers.

C. Surface Water Quantity - (Less than significant) – The impact to surface water quantity due to the development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road will be less than significant because the project will be built upon soil that quickly becomes saturated during storm events. The surrounding agricultural area is underlain by a tile drain system that conveys water that percolates past the plant root zone to nearby Revolon Slough.

D. Surface Water Quality - (Potentially Significant Impact Unless Mitigation Incorporated) – Camarillo Airport is located within the Los Angeles Region (Region 4) of the California Regional Water Quality Control Board (RWQCB). The RWQCB issues Federal National Pollutant Discharge Elimination System (NPDES) permits for discharge to surface waters. The airport operates in conformance with Section 402(p) of the *Clean Water Act*. Ventura County holds an NPDES Multi-Sector General Permit for stormwater discharges associated with industrial activity and maintains a *Stormwater Pollution Prevention Plan* (SWPPP) in accordance with EPA regulations.

Correspondence from the Water Shed Protection District (Planning and Regulatory Division) on September 17, 2009 indicated that the District has a jurisdictional redline channel, Camarillo Hills Drain, which runs directly north and west and adjacent to airport property. The channel has a levee condition as defined by both the Army Corps of Engineers and the Federal Emergency Management Agency (FEMA). The Pleasant Valley Road Drain along the southern airport property line is also a District jurisdictional channel with a property rights easement. The District is responsible for evaluating impacts to the Camarillo Hills and Pleasant Valley Road Drains. Therefore, when individual projects are pursued they must be clearly shown in relation to the District's facilities. Sufficient information must be provided on drainage patterns and

infrastructure for the District to ascertain any impacts to the Camarillo Hills and Pleasant Valley Road Drains.

Installation of the MALS approach lighting to Runway 8 may affect Camarillo Hills Drain. When this project is pursued, detail design drawings of the Runway 8 MALS will be prepared and coordinated with the Water Shed Protection District.

Correspondence from the Water Shed Protection District (Water Quality Section) on September 22, 2009 indicated that the RWQCB has adopted Order No. 09-0057 (a new Ventura Countywide Municipal Separate Storm Sewer NPDES Permit) on May 7, 2009. Section V.1 of this permit requires additional procedures for considering storm water quality impacts and providing for appropriate mitigation. These procedures included:

- (A) Potential impact of project construction on stormwater runoff.
- (B) Potential impact of project post-construction activity on stormwater runoff.
- (C) Potential for discharge of stormwater from areas from material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas.
- (D) Potential for discharge of stormwater to impair the beneficial uses of the receiving waters.
- (E) Potential for discharge of stormwater to impair the beneficial uses of the receiving waters.
- (F) Potential for significant changes in the flow velocity or volume of stormwater runoff to cause harm to or impair the beneficial uses of natural drainage systems.
- (G) Potential for significant increases in erosion at the project site or surrounding areas.

Mitigation Measure WATER RESOURCES-1: Installation of the Runway 8 MALS approach lights at the airport requires coordination with the Watershed Protection District.

Mitigation Measure WATER RESOURCES-2: Converting the parallel taxiway to a runway, associated connecting taxiway, and northeast side access road at the airport requires an update of the airport's SWPPP and conformance with NPDES requirements.

5. Mineral Resources:

A. Aggregate - (No impact) – The proposed project sites are already developed, is not located within Ventura County's Mineral Resource Protection (MRP) overlay zone, and will not hamper access to aggregate resources. Therefore, they will not have a significant impact on aggregate resources.

B. Petroleum - (No Impact) – The project sites are not located within Ventura County's Mineral Resource Protection (MRP) overlay zone. Implementation of the Master Plan proposed projects will not hamper access to existing oil resources.

6. Biological Resources:

A. Endangered, Threatened, or Rare Species – (Less than significant) – The California Natural Diversity Database (as of November 2009) was searched. The database indicated that there were no known occurrences of federally listed threatened or endangered species within three miles of the airport.

During the public comment period, the California Department of Game and Fish (CDGF) noted the potential for the California horned lark and burrowing owls to occur in the airport vicinity. Due to the observation of these species, the CDGF recommends the following be included as biological mitigation measures before approving the MND.

Mitigation Measure BIOLOGICAL RESOURCES -1: All migratory nongame native bird species, are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5, and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA. Development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road should take place outside of the breeding bird season (February 1- September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If the listed project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor.

Mitigation Measure BIOLOGICAL RESOURCES -2: Specific burrowing owl surveys should be conducted prior to development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road in grassland areas within 500 feet of listed project activities. The surveys should follow the Burrowing Owl Consortium survey protocol, found on the Department's webpage (<http://dfg.ca.gov/wildlife/nongame/docs/boconsortium.pdf>). If burrowing owls are observed, Department staff should be contacted to develop a plan of action to minimize impacts to the burrowing owls using the site.

Mitigation Measure BIOLOGICAL RESOURCES -3: The Department recommends that the Airport work jointly with the CDGF to develop a long-term conservation strategy for wildlife issues during the development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road.

B. Wetland Habitat - (Potentially Significant Impact Unless Mitigation Incorporated) - The National Wetlands Inventory classifies the Camarillo Hills Drain, located at the northern and western boundaries of the airport, as a riverine wetland.¹ Installation of the MALS approach lighting to Runway 8 may affect this drainage. It is difficult to determine the potential impacts on wetland habitat of this proposed project until it is designed. In some cases the design of the MALS light structures can be accomplished to minimize or avoid the impacts to wetland

¹ National Wetlands Inventory, <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed April 2009

altogether. The CDGF has also requested they be coordinated with during design and implementation of the MALS approach lighting project for Runway 8.

Mitigation Measure BIOLOGICAL RESOURCES -4: Field surveys may be necessary for Installation of the MALS approach lighting to Runway 8 to determine the potential impacts to this drainage.

Mitigation Measure BIOLOGICAL RESOURCES -5: If the MALS approach lighting for Runway 8 is pursued, early consultation with the CDGF will be undertaken to avoid or reduce impacts to fish and wildlife resources.

C. Coastal Habitat - (No Impact) – The proposed projects are not located in the coastal zone.

D. Migration Corridors - (Less than significant) – The adoption of the proposed project will only allow intensification of an existing use, as opposed to new development on an undeveloped parcel. Therefore, they will not affect migration corridors.

E. Locally Important Species/Communities - (Less than significant) – See responses to "A" and "D" above.

7. Agricultural Resource:

A. Soils - (Less than significant) – Based upon correspondence dated August 26, 2009 from the Office of the Agricultural Commissioner, mapped Important Farmland will not be converted to a non-agricultural use as a result of the proposed projects.

B. Water - (Less than significant) – As stated in correspondence dated August 26, 2009, from the Office of the Agricultural Commissioner, unless other agencies identify an unusual effect to agricultural water quantity or water quality, the Agricultural Commissioner's staff would likely consider these effects to be less than significant.

C. Air Quality/Micro-Climate - (Less than significant) – As stated in correspondence dated August 26, 2009, from the Office of the Agricultural Commissioner, it is unlikely that any of the individual construction projects will result in solar impairment (shade) upon off-site agricultural parcels. Unless Air Pollution Control District identifies an unusual effect that would compromise the air quality of off-site agricultural operations, the Agricultural Commissioner's staff would likely consider these effects to be less than significant.

D. Pests/Diseases - (No impact) – As stated in correspondence dated August 26, 2009, from the Office of the Agricultural Commissioner, an airport capital improvement project does not involve changes of the type that would introduce these effects. Agricultural pests and diseases are typically spread via the shipment of infected fruits and vegetables or live plants. Permanent dust-generating operations may also help introduce agricultural pests and diseases. For these projects, the Agricultural Commissioner's staff would likely consider these effects to be less than significant.

E. Land Use Incompatibility - (Less than significant) – As stated in correspondence dated August 26, 2009, from the Office of the Agricultural Commissioner, the Camarillo Airport is an existing

use adjacent to agricultural parcels. The individual improvements depicted on the Short Term, Intermediate Term, and Long Term schedules do not appear to pose an unusual increase in the intensity of the airport use that would introduce new land use incompatibilities to farmers in the vicinity. Therefore, it is unlikely that the Agricultural Commissioner's staff would request application of the Buffer Policy for this project.

8. Visual Resources:

A. Scenic Highway - (Less than significant) – Las Posas Road is an eligible county scenic highway, and State Highway 101 is an eligible State scenic highway per the Ventura County General Plan Resources Appendix. The proposed projects will only occur in an already urbanized area. Therefore, it will not have a significant effect on a scenic highway.

B. Scenic Area/Feature - (Less than significant) – The existing Camarillo Airport is characterized as an urbanized area with surrounding office, institutional, recreational, as well as agricultural uses. The conversion of a taxiway to a runway, development on the acquired parcel in the central terminal area, navigational aids, and northeast area access road are the primary new development projects not covered under previous CEQA documentation and will not change a scenic area or feature. Therefore, the proposed projects will not have a significant effect on a scenic feature/area. See response to "A" above.

9. Paleontological Resources:

(Potentially Significant Impact Unless Mitigation Incorporated) - The development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road project sites are located in an areas of "Undetermined Importance" by the County's GIS Mapping System. These sites are currently developed and proposed new development is planned to be located on previously disturbed areas. However, these development projects at the airport will be subject to the following mitigation measure:

Mitigation Measure PALEONTOLOGICAL RESOURCES-1: In the unlikely event that paleontological resources are encountered during project-related activities, work in the immediate vicinity of the discovery shall cease until the finds can be evaluated by a qualified specialist.

10. Cultural Resources

A. Archaeological - (Potentially Significant Impact Unless Mitigation Incorporated) - According to the previous *Environmental Impact Report for the 1999 Camarillo Airport Master Plan, 2003 Environmental Impact Report Addendum*, and the *2009 Mitigated Negative Declaration for Camarillo Airport Taxiway Construction* prepared for the airport, there are no historic, archaeological, or cultural resources that have been identified at the airport (Attachment E contains a cultural resources letter report from the *2009 Mitigated Negative Declaration for Camarillo Airport Taxiway Construction*). The *2009 Mitigated Negative Declaration for Camarillo Airport Taxiway Construction* included a 2008 field survey of the proposed parallel, connecting taxiways, and development on the property swap parcel. Areas containing the proposed MALS approach lights for Runway 8 and northeast access road have not been surveyed and will be subject to the following mitigation measure:

Mitigation Measure CULTURAL RESOURCES-1: Ventura County Department of Airports will prepare a Phase I Cultural Resources or Historic Resources Assessment prior to the installation of the proposed MALS approach lights for Runway 8 and northeast access road and submit the report to the FAA and the SHPO, and abide by the suggested recommendations.

B. Historical - (Less than significant) – Previous coordination during the development of the *Environmental Impact Report for the 1999 Camarillo Airport Master Plan* and the *2009 Mitigated Negative Declaration for Camarillo Airport Taxiway Construction* coordination with the South Central Coastal Information Center indicated that there are no properties listed on the National Register of Historic Places within the vicinity of the airport. See response to 10A above.

C. Ethnic, Social or Religious - (Less than significant) - There are no ethnic, social or religious establishments within the proposed project areas and there are no proposed changes to the existing land use. See response to 10A above.

11. Energy Resources

(Less than significant) – The proposed projects will not have a significant impact on energy resources by definition in the County's CEQA Administrative Supplement.

12. Coastal Beaches & Sand Dunes

(No impact) – The proposed projects will not have a significant impact on coastal beaches and sand dunes because it is not located within the coastal zone.

13. Seismic Hazards

A. Fault Rupture – (Potentially Significant Impact Unless Mitigation Incorporated) - Camarillo Airport is located within an Alquist-Priolo fault zone. Additionally, the California fault-rupture hazard zone mapping as specified by the State of California *Seismic Hazard Mapping Act of 1990*, shows liquefaction concerns at the site. The following mitigation measure will be applied to proposed Runway 8 MALS approach light structures and development on the acquired parcel in the central terminal area:

Mitigation Measure SEISMIC HAZARDS-1: Where deemed necessary, the Runway 8 MALS approach light structures and development on the acquired parcel in the central terminal area should be the subject of a geotechnical study prior to construction. This study shall evaluate local geologic and soil conditions and identify appropriate construction measures that should be completed in terms of foundation design. MALS approach light structures shall also conform to the requirements of the Uniform Building Code.

B. Ground Shaking – (Potentially Significant Impact Unless Mitigation Incorporated) - See response to 13A.

C. Tsunami – (Less than significant) – Camarillo Airport is located over eight miles from the Pacific Ocean shoreline and has a field elevation 77 feet above sea level. In addition, the

Ventura County Operational Area Tsunami Evacuation Plan does not include the airport in a tsunami inundation zone. Therefore, the impacts of tsunamis are less than significant.

D. Seiche – (Less than significant) – Camarillo Airport is not located near a body of water capable of seiche waves. Therefore, the impacts of tsunamis and seiche are less than significant.

E. Liquefaction – (Potentially Significant Impact Unless Mitigation Incorporated) - See response to 13A.

14. Geologic Hazards

A. Subsidence – (Less than significant) – Information from the *Environmental Impact Report for the 1999 Camarillo Airport Master Plan* indicated that County Development and Inspection Services said that the proposed projects will not be subject to subsidence geologic hazards.

B. Expansive Soils – (Less than significant) – Proposed projects will occur on Camarillo Loam and Pacheco Silty Clay Loam soils. Information from the *Environmental Impact Report for the 1999 Camarillo Airport Master Plan* indicated that County Development and Inspection Services said that the proposed projects will not be subject to expansive soil geologic hazards.

C. Landslides/Mudslides – (No impact) - The proposed projects are located in a level area (0 to 2 percent grade). Therefore, landslides/mudslides are not a geologic hazard in the airport area.

15. Hydraulic Hazards

A. Erosion/Siltation - (Potentially Significant Impact Unless Mitigation Incorporated) - The development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road will add impermeable surfaces that will increase runoff. This runoff will be introduced into Wood Creek Channel and the Camarillo Hills Drain.

Mitigation Measure HYDRAULIC HAZARDS-1: Drainage improvements for the impermeable surface areas added as a result of development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road will be designed to manage storm water flows so that they do not exceed the carry capacity of Wood Creek Channel and the Camarillo Hills Drain.

B. Flooding - (Potentially Significant Impact Unless Mitigation Incorporated) - A construction project on the Camarillo Hills Drain in 2003 confines the 100-year floodplain to the drain itself. The two MALS light structures located adjacent to the Camarillo Hills Drain will be next to the 100-year floodplain. Construction of these MALS light structures will be in compliance with the Ventura County Floodplain Management Ordinance.

Mitigation Measure HYDRAULIC HAZARDS-1: The two MALS light structures located adjacent to the Camarillo Hills Drain will be in compliance with the Ventura County Floodplain Management Ordinance.

16. Aviation Hazards

(Less than significant) – Implementation of the Camarillo Airport Master Plan is intended to help prevent potential aviation hazards by improving airport facilities and planning new development to meet demands in the foreseeable future. All improvements have been or will be planned to meet FAA regulations and will be designed to meet FAA as well as local building and construction requirements. Therefore, the proposed projects will have a positive impact on aviation hazards.

17. Fire Hazards

(Less than significant) – The proposed projects are not located within a high fire hazard area and a Ventura County Fire Station is located at the airport. Therefore, no significant impact is anticipated.

18. Hazardous Materials/Waste

A. Above-ground hazardous materials - (Less than significant) – Above-ground use of hazardous materials are in accordance with all applicable laws, ordinances, and codes. New above-ground fuel storage is not necessary. Therefore, potential impacts are considered less than significant.

B. Below-ground hazardous materials - (Less than significant) – All fuel storage tanks are above-ground. No underground hazardous material storage is planned. Therefore, there will not be a significant impact regarding underground storage of hazardous materials.

C. Hazardous Waste - (Less than significant) – Proposed projects allowed pursuant to the Master Plan may generate hazardous wastes. The Department of Airports currently conducts annual inspections of airport tenants with regards to hazardous material handling and best management practices and will continue to comply with existing state regulations pertaining to these materials that will reduce potential impacts to a level considered less than significant.

19. Noise and Vibration

(Less than significant) – Existing and future noise exposure contours for Camarillo Airport contained in **Attachment D** indicates less than significant noise impacts. Some ground vibration is anticipated during construction on the proposed projects. This vibration will be caused by movement of construction equipment and trucks delivering construction materials. The nearest vibration sensitive receptor is a school approximately 3,000 feet from the proposed project sites. Given the distance and types of equipment being used, it is not anticipated that ground vibrations will be perceptible.

20. Glare

(Less than significant) – The upgrading of Runway 8-26 to LED, PAPI and MALSR/MALS lights and lighting associated with the proposed parallel runway/taxiway would occur totally within airport property. Moreover, the subject lighting systems are designed to be viewed from the air and not the ground. The proposed projects are not expected to introduce any new sources of light and glare. Therefore, they will not have a significant glare impact.

21. Public Health (EH)

(Less than significant) – The proposed project will not introduce pathogens or environmental factors that may pose a substantial present or potential hazard to public health.

22. Transportation/Circulation

A. Public Roads and Highways - (Less than significant) – Access to Camarillo Airport is via Las Posas Road and Pleasant Valley Road. The Ventura County Transportation Commission's (VCTC) *2009 Congestion Management Program* lists the intersection as having a service level of A in the morning traffic peak and B in the evening traffic peak. Therefore, traffic generated near the airport is below capacity at this intersection. In addition, the VCTC's *Transportation Improvement Program (TIP)* lists Las Posas Road for widening from four lanes to six lanes between 2013 and 2014. Pleasant Valley Road is also listed in the TIP for widening from two lanes to four lanes between 2015 and 2025.

E-mail correspondence dated October 26, 2009 from Mr. DeGeorge of VCTC indicated that potential traffic increase from the *2009 Camarillo Airport Master Plan Update* would not create a significant impact on the *2009 Congestion Management Program*. See **Attachment B**.

B. Private Roads and Driveways - (Potentially Significant Impact Unless Mitigation Incorporated) - A letter dated October 20, 2009 from the City of Camarillo Department of Public Works stated that the northeast airport access drive onto Las Posas Road would be feasible if limited to right turn in and right turn out. The City also requested more detailed design and additional study when the northeast airport access road onto Las Posas Road is pursued.

Mitigation Measure TRANSPORTATION/CIRCULATION-1: Detailed design, an additional traffic study, and coordination with the Public Utilities Commission will be undertaken before the northeast airport access road onto Las Posas is pursued.

C. Pedestrian/Bicycle - (Less than significant) – The proposed project does not recommend any facilities that would affect pedestrian or bicycle traffic on the City of Camarillo's transportation network. Therefore, the proposed project would not have a significant impact on pedestrian or bicycle traffic.

D. Parking - (Less than significant) – The *2009 Camarillo Airport Master Plan Update* shows 650 available parking spaces and a projected need of 617 spaces in the long term. Therefore, there will be enough spaces to meet the anticipated requirements.

E. Bus Transit - (Less than significant) – Bus service, similar to the airport, is demand driven. The adoption of the proposed projects by themselves will not create additional demand on bus service. Therefore, the proposed projects will not have a significant impact on bus service.

F. Railroads - (Less than significant) – The Public Utilities Commission submitted comments during the public comment period (See response to comments in **Section 2**) expressing concern over the potential impact to railroad crossing. As previously mentioned, access to Camarillo Airport is via Las Posas Road and Pleasant Valley Road. The Ventura County Transportation Commission's (VCTC) *2009 Congestion Management Program* lists the intersection as having a service level of A in the morning traffic peak and B in the evening traffic peak. Therefore, traffic

generated near the airport is below capacity at this intersection. In addition, the VCTC's *Transportation Improvement Program* (TIP) lists Las Posas Road for widening from four lanes to six lanes between 2013 and 2014. Pleasant Valley Road is also listed in the TIP for widening from two lanes to four lanes between 2015 and 2025. In addition, E-mail correspondence dated October 26, 2009 from Mr. DeGeorge of VCTC indicated that a potential traffic increase from the *2009 Camarillo Airport Master Plan Update* would not create a significant impact on the *2009 Congestion Management Program*.

Ventura County will prepare a detailed traffic study prior and coordinate with the Public Utilities Commission prior to pursuing the northeast side airport access road (See Mitigation Measure Transportation/Circulation 1).

G. Airports - (Less than significant) – The proposed projects are designed to improve and meet anticipated demands for airport facilities. Therefore, the proposed projects will have a positive impact on airports.

H. Harbors - (Less than significant) – The proposed projects will not have a significant impact on harbors.

I. Pipelines - (Less than significant) – The proposed projects will not have a significant impact on pipelines.

23. Water Supply

A. Domestic Water Supply - (Less than significant) – Camarillo Airport water is provided by the City of Camarillo. Based upon correspondence from Tom Smith of the City of Camarillo water department, the proposed projects will have a less than significant impact on water resources. See **Attachment B**.

B. Quantity - (Less than significant) – See response to 23A.

C. Fire Flow - (Less than significant) – See response to 23A.

24. Waste Treatment/Disposal

A. Individual Sewage Disposal Systems (on-site septic systems) - (Less than significant) – Camarillo Airport is currently served by and planned to be served in the future by the Ventura County Water & Sanitation Department. Therefore, no individual sewage disposal system (septic systems) will be utilized for future development, thus no adverse environmental impacts attributable to septic systems will occur.

B. Sewage Collection/Treatment Facilities - (Less than significant) – Implementation of the proposed projects are not expected to affect the capacity of the existing sewer main or treatment plant serving the airport. Coordination with Mr. Munoz with the Water and Sanitation District on October 22, 2009 (see **Attachment B**) indicated no capacity issues with the project. Because the Department of Airports will comply with federal, state, and local regulations related to runoff and hazardous materials, implementation of the proposed projects will not have a significant adverse impact on surface water or groundwater resources. Also see response to 4D.

C. Solid Waste Management - (Potentially Significant Impact Unless Mitigation Incorporated) - Solid waste management services are provided by the Ventura County Integrated Waste Management Division (IWMD). Correspondence from IWMD dated September 9, 2009 (see **Attachment B**) requests the Ventura County Department of Airports to comply, to the extent feasible, with the general requirements of Ventura County Ordinances #4308 (solid waste handling, disposal, waste reduction, and waste diversion) and #4357 (requirements for the diversion of construction and demolition debris from landfills by recycling, reuse, and salvage) to assist the County in efforts to meet the requirements of AB 939.

Mitigation Measure WASTE TREATMENT/DISPOSAL-1: Pursuant to IWMD review and responsibilities, the following contract specifications shall apply to this project:

Recyclable Construction Materials

Contract specifications for this project shall include a requirement that recyclable construction materials (e.g., concrete, asphalt, rebar, wood, metal) generated during all phases of this ongoing project be recycled at an authorized or permitted recycling facility. All non-recyclable materials shall be disposed of at a permitted disposal facility.

Sediment and Soil - Recycling & Reuse

The contract specifications for this project shall include a requirement that sediment and soil not reused on-site during all phases of this ongoing project will be transported to an authorized or permitted facility for recycling or reuse. Illegal disposal and land filling of soil is prohibited.

Green Materials - Recycling & Reuse

The contract specifications for this project shall include a requirement that wood waste and vegetation removed during all phases of this ongoing project be diverted from the landfill. This can be accomplished by on-site chipping and land application at the project site(s) or by transporting the material(s) to an authorized or permitted green waste facility in Ventura County.

Quantification of Materials Diverted from Landfill Disposal by On-Site Reuse or Off-site Recycling

The contract specifications for this project shall include a requirement that the contractor(s) create and submit a *Summary Table* to the IWMD at the conclusion of their work on this project. The *Summary Table* shall include the types of materials generated (e.g., concrete, asphalt, soil, wood, metal, vegetation), and the approximate weight of recyclable materials:

- Reused on-site, or
- Transported to approved or permitted facilities for recycling *and/or* reuse,
- The complete business name and address of the facilities where recyclable materials were transported for recycling or reuse.

D. Solid Waste Facilities - (Less than significant) – The Ventura County Department of Airports complies with all federal, state, and local statutes and regulations related to solid waste handling, storage, and processing operations, and disposal facilities.

25. Utilities

Electric, Gas, and Communication - (Less than significant) – The proposed project sites are already served by these utilities. Extension of the electric services will be necessary for the Runway 8 MALS and the northeast airport access road. The cost of extending electric service is anticipated to be included in the development cost for these projects. Therefore, there will not be a significant impact on these services.

26. Flood Control/Drainage

(Potentially Significant Impact Unless Mitigation Incorporated) – Expansion of impervious surfaces associated with development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road at the airport has the potential to increase the amount of surface runoff from the airport site. In order to reduce impacts of increased runoff and changes in drainage patterns, mitigation will include provision of a drainage plan to be reviewed and approved by the Ventura County Flood Control District prior to construction. Connection to the Camarillo Hills Drain and/or the Wood Creek Channel would be subject to appropriate permits from the Ventura County Flood Control District. Also see response to 4D.

27. Law Enforcement/Emergency Services

(Less than significant) – The Ventura County Sheriff's Department responded via letter with a concern over the potential loss of their pistol and rifle firing range located on the southwest corner of Camarillo Airport if the long term proposed projects are implemented. The property the firing range is located on was designated for a similar taxiway configuration to meet FAA safety standards in the Camarillo Airport Master Plan prepared in 2000. In addition, the firing range is on a month-to-month lease with the Ventura County Aviation Department. Given that the proposed projects are listed for implementation in the 10 to 20-year time frame, the area has historically been planned for aviation use. As the firing range is on a month-to-month lease, the Ventura Sheriff's Department should have adequate time to find a more permanent location for their needs before the parallel runway is pursued. The Ventura County Sheriff's Department listed no other concerns with the proposed projects.

28. Fire Protection

(Less than significant) – The airport facility is currently served by a fully staffed on-site fire station. Therefore, there is an adequate fire protection service available and no significant impacts are anticipated.

29. Education

A. & B. Schools and Libraries - (No Impact) – The proposed projects are a non-residential use and, therefore, will not have a significant impact on schools and libraries.

30. Recreation

(Less than significant) – The proposed projects are a non-residential use and, therefore, is not expected to significantly affect recreational facilities.

SECTION C SUMMARY

A summary of recommended mitigation measures is provided in the table below. The Ventura County Department of Airports must agree to implement these mitigation measures and, where required, agreements to implement appropriate mitigation must be secured from individual developers.

Summary of Mitigation Measures	
Mitigation Measure	Description
PLANNING-1	The County should pursue redesignation of the unincorporated portion of airport property from Agriculture Exclusive to an airport development compatible designation prior to pursuing the MALS for Runway 8.
PLANNING-2	The County should pursue an amendment to the Airport Comprehensive Land Use Plan for Ventura County to incorporate the planned parallel runway location.
AIR QUALITY-1	To minimize fugitive dust and particulate matter that may result from site preparation and construction activities on the site, the following conditions should be placed on any building permits obtained at the airport: All project construction and site preparation operations shall be conducted in compliance with all applicable VCAPD rules and regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust), as well as Rule 10, (Permits Required).
AIR QUALITY-2	Projects included in the <i>2009 Camarillo Airport Master Plan Update</i> are subject to General Conformity regulations under the <i>Clean Air Act</i> . General Conformity determinations will be made on a project-by-project basis prior to undertaking construction, in compliance with the <i>Clean Air Act</i> and FAA regulations.
WATER RESOURCES-1	Installation of the Runway 8 MALS approach lights at the airport requires coordination with the Watershed Protection District.
WATER RESOURCES-2	Converting the parallel taxiway to a runway, associated connecting taxiway, and northeast side access road at the airport requires an update of the airport's SWPPP and conformance with NPDES requirements.
BIOLOGICAL RESOURCES -1	All migratory nongame native bird species, are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA. Development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road should take place outside of the breeding bird season (February 1- September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If the listed project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor.
BIOLOGICAL RESOURCES -2	Specific burrowing owl surveys should be conducted prior to development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road in grassland areas within 500 feet of listed project activities. The surveys should follow the Burrowing Owl Consortium survey protocol, found on the Department's webpage (http://dfg.ca.gov/wildlife/nongame/docs/boconsortium.pdf). If burrowing owls are observed, Department staff should be contacted to develop a plan of action to minimize impacts to the burrowing owls using the site.

Summary of Mitigation Measures (Continued)	
Mitigation Measure	Description
BIOLOGICAL RESOURCES -3	The Department recommends that the Airport work jointly with the CDGF to develop a long-term conservation strategy for wildlife issues during the development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road.
BIOLOGICAL RESOURCES -4	Field surveys may be necessary for Installation of the MALS approach lighting to Runway 8 to determine the potential impacts to this drainage.
BIOLOGICAL RESOURCES -5	If the MALS approach lighting for Runway 8 is pursued, early consultation with the CDGF will be undertaken to avoid or reduce impacts to fish and wildlife resources.
PALEONTOLOGICAL RESOURCES-1	In the unlikely event that paleontological resources are encountered during project-related activities, work in the immediate vicinity of the discovery shall cease until the finds can be evaluated by a qualified specialist.
CULTURAL RESOURCES-1	Ventura County Department of Airports will prepare a Phase I Cultural Resources or Historic Resources Assessment prior to the installation of the proposed MALS approach lights for Runway 8 and northeast access road and submit the report to the FAA and the SHPO, and abide by the suggested recommendations.
SEISMIC HAZARDS-1	Where deemed necessary, the Runway 8 MALS approach light structures and development on the acquired parcel in the central terminal area should be the subject of a geotechnical study prior to construction. This study shall evaluate local geologic and soil conditions and identify appropriate construction measures that should be completed in terms of foundation design. MALS approach light structures shall also conform to the requirements of the Uniform Building Code.
HYDRAULIC HAZARDS-1	Drainage improvements for the impermeable surface areas added as a result of development on the acquired parcel in the central terminal area, converting the parallel taxiway to a parallel runway, associated connecting taxiway, MALS approach lighting for Runway 8, and northeast side access road will be designed to manage stormwater flows so that they do not exceed the carry capacity of Wood Creek Channel and the Camarillo Hills Drain.
HYDRAULIC HAZARDS-1	The two MALS light structures located adjacent to the Camarillo Hills Drain will be in compliance with the Ventura County Floodplain Management Ordinance.
TRANSPORTATION/CIRCULATION-1	Detailed design, an additional traffic study, and coordination with the Public Utilities Commission will be undertaken before the northeast airport access road onto Las Posas is pursued.

Summary of Mitigation Measures (Continued)	
Mitigation Measure	Description
WASTE TREATMENT/DISPOSAL-1	<p>Pursuant to IWMD review and responsibilities, the following contract specifications shall apply to this project:</p> <p><i>Recyclable Construction Materials</i> Contract specifications for this project shall include a requirement that recyclable construction materials (e.g., concrete, asphalt, rebar, wood, and metal) generated during all phases of this ongoing project be recycled at an authorized or permitted recycling facility. All non-recyclable materials shall be disposed of at a permitted disposal facility.</p> <p><i>Sediment and Soil - Recycling & Reuse</i> The contract specifications for this project shall include a requirement that sediment and soil not reused on-site during all phases of this ongoing project will be transported to an authorized or permitted facility for recycling or reuse. Illegal disposal and land filling of soil is prohibited.</p> <p><i>Green Materials - Recycling & Reuse</i> The contract specifications for this project shall include a requirement that wood waste and vegetation removed during all phases of this ongoing project be diverted from the landfill. This can be accomplished by on-site chipping and land application at the project site(s) or by transporting the material(s) to an authorized or permitted green waste facility in Ventura County.</p>

REFERENCES

Airport Comprehensive Land Use Plan for Ventura County (2000)

California Natural Diversity Database (as of November 2009)

City of Camarillo General Plan (As Amended for each Element Circulation (2000) and Noise (1996))

Environmental Impact Report for the Camarillo Airport Master Plan (1999)

Camarillo Airport Master Plan Environmental Impact Report Addendum (2003)

Mitigated Negative Declaration for Camarillo Airport Taxiway Construction (2009)

National Wetlands Inventory, <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed April 2009

Ventura County General Plan (As Amended 2008)

Ventura County Transportation Commission's *Congestion Management Program (2009)*

Ventura County Zoning (1996)



ATTACHMENT A

AGENCY COORDINATION LIST

Camarillo Agency Coordination List

STATE AGENCIES

Mr. Elmer Alvarez
CALTRANS, District 7
100 South Main Street
Los Angeles, CA 90012
213-897-6696

Ms. Michelle Messenger
Office of Historic Preservation
P.O. Box 942896
Sacramento, CA 94296-0001
T: (916) 653-5099

Ms. Stacy St. James
Coordinator
**CALIFORNIA HISTORICAL RESOURCES
INFORMATION SYSTEM**
South Central Coastal Information Center
California State University, Fullerton
Department of Anthropology
800 North State College Blvd.
P.O. Box 6846
Fullerton, CA 92834-6846
657-278-5395

Mr. Jon Yego
Division of Flood Management
Central Valley Flood Protection Board
3310 El Camino Avenue, Suite LL60
Sacramento, CA 95821
916-574-2363

Mr. Stephen Juarez
Department of Fish and Game, Region 5
4949 Viewridge Avenue
San Diego, CA 92123
T: (858) 467-4212

Ms. Sandy Hesnard
CALTRANS, Division of Aeronautics
1120 N Street, Room 3300
P.O. Box 942874, MS-40
Sacramento, CA 94274-0001
916-654-5314

Ms. Terri Pencovic
**CALTRANS, Dept. of Transportation
Planning**
P.O. Box 942874, MS-32
Sacramento, CA 94274-0001
916-653-1067

Mr. James I. Lerner, Ph.D.
Air Resources Board, Airport Projects
1001 I Street, PTSDAQTPB
Sacramento, CA 95814
916-322-6007

Ms. Teresa Rodgers
Regional Water Control Board, Region 4
320 West 4th Street, Suite 200
Los Angeles, CA 90013
213-576-6600

Ms. Debbie Treadway
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814
916-653-4038

Ms. Marina Brand
State Lands Commission
100 Howe Avenue, Suite 100-S
Sacramento, CA 95825
916-574-1880

VENTURA COUNTY AGENCIES

Mr. Alan Ballard
AQ Specialist
Ventura County Air Pollution Control Dist.
669 County Square Drive
Second Floor
Ventura, CA 93003
805-645-1477
Mr. Jeff Pratt
Director
Ventura County Public Works Agency
Government Center - Hall of Administration
800 South Victoria Ave
Ventura, Ca. 93009
805-654-2018

Ms. Kim Rodriguez
Division Manager
Ventura County Planning Division
800 South Victoria Avenue, L-1740
Ventura, CA 93009-1740
805-654-2481

Mr. Bob Roper
Fire Chief
Ventura County Fire Department
165 Durlay Ave.
Camarillo, CA 93010-8586
805-389-9710

Mr. Bob Brooks
Sheriff
Ventura County Sheriff's Department
800 South Victoria Avenue
Ventura, CA 93009
805-654-2380

Mr. Glenn Austin
**Ventura County Environmental Health
Division, District 1**
Government Center - Hall of Administration
800 South Victoria Ave
Ventura, Ca. 93009-1730
805-477-7110

Mr. Henry S. Gonzales
Ventura County Agricultural Commissioner
P.O. Box 889
Santa Paula, CA 93061
(805) 933-2926

Rose Hayden-Smith MA Ed., MA, PhD Cand
County Director
Cooperative Extension Ventura County
669 County Square Drive, #100
Ventura, CA 93003-5401
805-645-1451

CITY OF CAMARILLO

Jerry Bankston
City Manager
City of Camarillo
601 Carmen Dr.
Camarillo, CA 93010
(805) 388-5307

Mr. Tom Fox
Director
City of Camarillo Public Works
601 Carmen Dr.
Camarillo, CA 93010
(805) 388-5360

Mr. Robert Burrow
Director
City of Camarillo Community Development
601 Carmen Dr.
Camarillo, CA 93010
(805) 388-5380



ATTACHMENT B

AGENCY COORDINATION RESPONSES



VENTURA COUNTY SHERIFF'S DEPARTMENT

- **BOB BROOKS**
SHERIFF
- **MARK BALL**
UNDERSHERIFF

800 SOUTH VICTORIA AVENUE, VENTURA, CA 93009 PHONE (805) 654-2380 FAX (805) 645-1391

September 9, 2009

Mr. David Fitz
Principal
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Dear Mr. Fitz

Thank you for allowing us the opportunity to provide input regarding the capital improvement projects proposed at the Camarillo Airport.

For several decades the Ventura County Sheriff's Department has operated a complex of pistol and rifle firing ranges at the Camarillo Airport. Located approximately 850 feet south of the main runway near the west end of the airport property, these ranges are the only ones of their kind in the county, and as such are heavily utilized by dozens of local, state and federal law enforcement agencies. Their central location—near the county's population center—is ideal considering the large number of law enforcement officers who must regularly commute to these ranges for training.

Over the years the Sheriff's Department has invested hundreds of thousands of dollars in improvements to the ranges in order to maintain compliance with changing safety and environmental regulations. Some of the improvements include large, concrete bullet traps that were poured in place and cannot be moved. The ranges therefore represent a high value asset to the region's law enforcement community that cannot be economically replaced or easily relocated.

We have reviewed the Camarillo Airport Master Plan Update and exhibits you sent us and don't believe there will be any adverse impacts to our firing range operations during either the short or intermediate term improvement phases. All of the construction proposed during those phases seems to be well clear of the footprint of the existing ranges. However, Exhibit 3 indicates that—during the long-term improvement phase—parallel taxiway F will be extended to the west, thereby traversing the northern portion of the firing ranges and rendering them unusable.

SPECIAL SERVICES
640J Telephone Road, Suite 200
Ventura, CA 93003
(805) 477-7011 FAX (805) 477-7010

PATROL SERVICES
2101 East Olsen Road
Thousand Oaks, CA 91362
(805) 494-8261 FAX (805) 494-8295

DETENTION SERVICES
800 South Victoria Avenue
Ventura, CA 93009
(805) 654-2305 FAX (805) 654-3500

SUPPORT SERVICES
800 South Victoria Avenue
Ventura, CA 93009
(805) 654-3926 FAX (805) 654-2109

September 9, 2009

Page 2

Should the plan to extend parallel taxiway F proceed as designed we will be forced to abandon our current firing ranges. This will undoubtedly result in a heavy financial burden to local taxpayers due to the need to acquire new land (at a premium cost in Ventura County) and rebuild elsewhere. We are therefore seeking a modification to the proposed route of parallel taxiway F that will avoid intersecting our firing ranges.

Sincerely,

A handwritten signature in black ink, appearing to read "William J. Flannigan". The signature is written in a cursive style with a long horizontal stroke at the end.

William J. Flannigan, Captain
Criminal Justice Training Center

cc: Aaron Walsh
Commander Guy Stewart



**County of Ventura
Public Works Agency
Integrated Waste Management Division
MEMORANDUM**

Date: September 9, 2009

To: Laura Hocking, Planner
Resource Management Agency, Planning Division

From: Derrick Wilson, Staff Services Manager
Integrated Waste Management Division

Subject: **Camarillo Airport Master Plan Update**
RMA Reference No: 09-044
Solicitation for Comments re: Preparation of CEQA Initial Study

Lead Agcy: Ventura County Department of Airports
Contact: Don Occhiline, 805/388-4201

Summary: The Ventura County Department of Airports, in conjunction with Coffman Associates, is soliciting comments regarding the potential environmental impacts associated with various proposed capital improvement projects outlined in the *Camarillo Airport Master Plan Update*. The Initial Study will be completed in compliance with the requirements of CEQA and will reflect the comments and concerns of all responding County agencies. The *Master Plan* outlines proposed projects that will improve and expand the Camarillo Airport over a period of 20 years: Short Term Projects (1-5 yrs); Intermediate Term Projects (6-10 yrs.); and Long Term Projects (20 yrs.)

Pursuant to your request, the Integrated Waste Management Division (IWMD) has reviewed the *Camarillo Airport Master Plan* update included with your August 26, 2009 memo, and appreciates this opportunity to provide our comments.

The IWMD requests the Lead Agency for this project to comply, to the extent feasible, with the general requirements of Ventura County Ordinances #4308 (solid waste handling, disposal, waste reduction, and waste diversion) and #4357 (requirements for the diversion of construction and demolition debris from landfills by recycling, reuse, and salvage) to assist the County in its efforts to meet the requirements of Assembly Bill 939 (AB 939). AB 939 mandates all cities and counties in California to divert a minimum of 50% of their jurisdiction's solid waste from landfill disposal. Both of these Ordinances may be viewed in their entirety on the IWMD's website at:
www.wasteless.org/landfills/ordinance4357.

Pursuant to IWMD review and responsibilities, the following contract specifications shall apply to this project:

Recyclable Construction Materials

Contract specifications for this project shall include a requirement that recyclable construction materials (e.g., concrete, asphalt, rebar, wood, metal) generated during all phases of this ongoing project be recycled at an authorized or permitted recycling facility. A complete list of facilities in Ventura County that recycle construction debris is available at:

www.wasteless.org/construction&demolitionrecyclingresources. All non-recyclable materials shall be disposed of at a permitted disposal facility.

Sediment and Soil - Recycling & Reuse

The contract specifications for this project shall include a requirement that sediment and soil not reused on-site during all phases of this ongoing project will be transported to an authorized or permitted facility for recycling or reuse. Illegal disposal and landfilling of soil is prohibited. A complete list of facilities in Ventura County that recycle soil and sediment is available at:

www.wasteless.org/construction&demolitionrecyclingresources.

Green Materials - Recycling & Reuse

The Contract Specifications for this project shall include a requirement that wood waste and vegetation removed during all phases of this ongoing project be diverted from the landfill. This can be accomplished by on-site chipping and land application at the project site(s) or by transporting the material(s) to an authorized or permitted greenwaste facility in Ventura County. A complete list of authorized greenwaste facilities is located at:

www.wasteless.org/greenwasterecyclingfacilities

Quantification of Materials Diverted from Landfill Disposal by On-Site Reuse or Off-site Recycling

The contract specifications for this project shall include a requirement that the contractor(s) create, and submit, a *Summary Table* to the IWMD at the conclusion of their work on this project. The *Summary Table* shall include the types of materials generated (e.g., concrete, asphalt, soil, wood, metal, vegetation), and the approximate weight of recyclable materials:

- Reused on-site, or
- Transported to approved or permitted facilities for recycling and/or reuse,
- The complete business name and address of the facilities where recyclable materials were transported for recycling or reuse.

Receipts and/or documentation are required for each entry in the *Summary Table* to verify that recycling or reuse occurred and the materials were not landfilled.

Should you have any questions regarding this memo, please contact Pandee Leachman at 805/658-4315.

Ec: Larry Cardozo, PWA Development and Inspection Services



**PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division**

MEMORANDUM

DATE: September 9, 2009

TO: RMA – Planning Division
Attention: Laura Hocking

FROM: Behnam Emami, Engineering Manager II

**SUBJECT: REVIEW OF DOCUMENT 09-044 CEQA Documentation
Camarillo Airport Master Plan Update
555 Airport Way, Suite B. Camarillo
Lead Agency: Ventura County, Ventura County Department of Airports**

Pursuant to your request, the Public Works Agency -- Transportation Department has reviewed the subject CEQA Documentation for the Camarillo Airport Master Plan Update. The purpose of this project is to establish an internal land use plan to support the development of general aviation uses at the airport. It is a conceptual plan and not all of the improvements will likely be undertaken, and some of improvements will be undertaken as demand warrants. The improvements are broken down by short term, intermediate, and long term time horizons.

Short Term Improvements involve rehabilitation or improvement of existing facilities which includes rehabilitation of Runway 8-26 and two ramps, development of a second parallel taxiway to serve airfield operations, widening of Taxiway B pavement fillets, construction of new apron in the eastern terminal area and 60 new hangers, apron and taxilanes for access new hangers, a parcel exchange, and install a localizer antenna on Runway 26.

Intermediate Term Improvements (6-10 years) include pavement and drainage rehabilitation on Taxiways A,C,D, and F, pavement rehabilitation of apron spaces in the western and eastern terminal areas, expansion of eastern terminal apron, development of 50 T-hangers and 8 executive box hangers in the east terminal area, and airfield navigational improvements (MALSR and PAPI-4).

Long Term Improvements include extension of the parallel taxiway, decommissioning of navigational aid VOR, and installation of MAL and LPV/GPS on Runway 8, development of 50 T-Hangers in the central terminal area and the taxilanes for access, closing of a portion of Aviation Drive, transition the portion of "staggered parallel taxiway" to be a commissioned parallel runway, and installation of PAPI-2 of both ends of the parallel runway.

The project is located at 555 Airport Way, Camarillo.

We offer the following comments:

1. The project involves addition of new developments and improvements to the existing airport facilities. These may result in the addition of new traffic, which may have site specific and cumulative impacts to the local roads and Regional Road Network. The Initial Study should evaluate the site specific and cumulative impacts this project may have, if any. Of particular interest to the County are the potential traffic impacts on Pleasant Valley Road.
2. The cumulative impact of this project, when considered with the cumulative impact of all other approved (or anticipated) development projects in the County, maybe potentially significant. The condition for paying the County Traffic Impact Mitigation Fee (TIMF) to address the cumulative impacts of this project on the County Regional Road Network should be included in the Initial Study. If the project cumulative impacts are not mitigated by payment of a TIMF, current General Plan policy will require County opposition to this project.
3. Please provide us a copy of the Initial Study and/or the subsequent environmental documents when it becomes available, for our review and comments.

Our review is limited to the impacts this project may have on the County's Regional Road Network.

Please contact me at 654-2087 if you have questions.

F:\transport\LanDev\Non-County\09-044.doc

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, OFFICE OF PUBLIC
TRANSPORTATION AND REGIONAL PLANNING
IGR/CEQA BRANCH
100 SOUTH MAIN STREET
LOS ANGELES, CA 90012
PHONE (213) 897-6696
FAX (213) 897-1337



*Flex your power!
Be energy efficient!*

September 16, 2009

IGR/CEQA CS/090826
City of Camarillo
Camarillo Airport Master Plan Update
Vic. VEN-101-15.88

Mr. David Fitz
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Dear Mr. Fitz:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Camarillo Airport Master Plan. Based on the information received, we have the following comments:

A traffic study will be needed to determine the ground transportation impacts of the build out of the Master Plan. We are concerned about traffic impacts to the State Highway System. The Traffic Study should include:

- Trip generation
- Trip distribution
- Mode Choice
- Trip assignment

An O&D survey or similar methodology can be used to assess the trip distances and trip frequencies Associated with activities of the Camarillo Airport.

The traffic study will need to analyze traffic volumes and level-of-service at critical segments along the State Highway System to include the following:

- Existing traffic volumes
- Project traffic volumes
- Cumulative traffic volumes
- Cumulative plus project traffic volumes

We recommend the use of the HCM methodology when analyzing highway operations. Any deficiencies in the highway network should be identified along with possible traffic mitigation measures.

Mr. David Fitz
September 16, 2009
Page Two

If you have any questions, you may reach me at (213) 897-6696 and please refer to our record number 090826/CS.

Sincerely,

A handwritten signature in cursive script that reads "Elmer Alvarez". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

ELMER ALVAREZ
IGR/CEQA Program Manager
Office of Regional Planning

cc: Scott Morgan, State Clearinghouse

**County of Ventura
Planning Division
MEMORANDUM**

TO: Laura Hocking
Program Administrator

DATE: September 17, 2009

FROM: Bruce Smith, Manager
General Plan Section

SUBJECT: Early Consultation: Camarillo Airport – Airport Master Plan Update
(Reference No. 09-044)

The Ventura County Planning Division has reviewed the early consultation notice submitted by David Fitz, Coffman Associates, to Kim Rodriguez dated August 21, 2009.

Potential environmental issues which we are aware of include the following:

- Land Use: The unincorporated portion of the site (APN 216-0-040-16) is zoned A-E (Agriculturally Exclusive) and the General Plan designation is Agricultural. These designations are not consistent with development of an airport.
- Agricultural Resources: The unincorporated portion of the site is within the Oxnard-Camarillo Greenbelt. Additionally, the unincorporated portion of the site is subject to the SOAR Ordinance.
- Visual Resources: The site is located within ½ mile of an eligible County Scenic Highway (US 101).
- Noise: The site is within the 60-75 CNEL noise contour area
- Flooding: The site is within the 100 and 500-year flood zone



**VENTURA COUNTY
WATERSHED PROTECTION DISTRICT**

PLANNING AND REGULATORY DIVISION
800 South Victoria Avenue, Ventura, California 93009
Robin Jester – Permit Manager – (805) 654-3986

DATE: September 17, 2009
TO: Laura Hocking – Case Planner
FROM: Robin Jester
SUBJECT: RMA 09-044, CAMARILLO AIRPORT MASTER PLAN UPDATE – CEQA
INITIAL STUDY

The Watershed Protection District (District) has reviewed the general location map, project description of the proposed improvements, and exhibits illustrating recommended improvements to the airport as prepared by Coffman Associates. The purpose of the general information is to solicit comments regarding known environmental resources and sensitivities associated with the proposed improvements to the airport in order to prepare an initial study. The initial study will evaluate the impacts of the different construction components over a 20-year period. The District has a jurisdictional redline channel, Camarillo Hills Drain, which runs directly north and west and adjacent to the airport property where the taxi-ways are constructed. The channel is also encumbered by an easement to the District. The channel has a levee condition as defined by both the Army Corps of Engineers and FEMA. At the southern boundary of the overall property, along Pleasant Valley Road, Pleasant Valley Road Drain is also a District jurisdictional channel where we have easement property rights.

The Initial Study must acknowledge and clearly show and label the District's facilities and provide detailed information relative to any improvements with a direct impact on our facilities. Exhibit 3, Improvement 2 (MALS on Runway 8) appears to be constructed within District property so this must be clearly detailed for us to comment on. Since construction is being proposed in many areas of the property over the 20-year period, sufficient information must be provided to discuss drainage patterns and infrastructure such as storm drains for the District to ascertain any impacts on our facilities. Discussion items must also include any plans for upgrading existing facilities, either internal to the site or District facilities. The District will be evaluating impacts to our channels. The document must also note that the District has permitting authority for any work in, on, over, under, and across the above named facilities.

End of Text



**COUNTY OF VENTURA
PUBLIC WORKS AGENCY**

*ENGINEERING SERVICES DEPARTMENT
DEVELOPMENT & INSPECTION SERVICES DIVISION*

MEMORANDUM

DATE: September 21, 2009

TO: Laura Hocking, Case Planner
RMA - Planning Division

FROM: Jim Myers
Engineering Manager II
Development and Inspection Services

SUBJECT: APPLICATION COMPLETENESS
PROJECT NO.: 09-044 Camarillo Airport Master Plan
LEAD AGENCY: Dept of Airports

Development & Inspection Services has reviewed the Notice of Application for the proposed development.

The environmental document should address the increase in runoff from the site due to increase in impervious surfaces.



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

MEMORANDUM

DATE: September 22, 2009

TO: Laura Hocking, RMA- Planning Division

FROM: Paul Tantet

SUBJECT: **RMA 09-044 – Camarillo Airport Master Plan Update, Ventura County Department of Airports**

I have reviewed the provided August 21, 2009, letter from David Fitz, Coffman Associates, and would like to make the following comment in the coordinated County response:

On May 7, 2009, the Los Angeles Regional Water Quality Control Board adopted Order No. 09-0057, a new Ventura Countywide Municipal Separate Storm Sewer NPDES Permit ("Permit"), which became active on August 7, 2009. Within the provisions of this Permit, are numerous changes to the regulatory framework governing the review and approval process of assessing new development projects for surface water quality concerns under CEQA.

Page 74, Section V. 1. of the Permit, requires additional procedures necessary for considering potential stormwater quality impacts and providing for appropriate mitigation when preparing and reviewing CEQA documents. These procedures include consideration of the following:

- (A) Potential impact of project construction on storm water runoff.
- (B) Potential impact of project post-construction activity on storm water runoff.
- (C) Potential for discharge of storm water from areas from material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas.
- (D) Potential for discharge of storm water to impair the beneficial uses of the receiving waters.
- (E) Potential for the discharge of storm water to cause significant harm on the biological integrity of the waterways and waterbodies.
- (F) Potential for significant changes in the flow velocity or volume of storm water runoff to cause harm to or impair the beneficial uses of natural drainage systems.
- (G) Potential for significant increases in erosion at the project site or surrounding areas.

As such, while preparing any CEQA related documents, please keep these new requirements in mind.

RESOURCE MANAGEMENT AGENCY
county of ventura

Planning Division
Kimberly L. Rodriguez
Director

September 25, 2009

Ventura County Dept. of Airports
555 Airport Way, Suite B
Camarillo, CA 93010
Attn.: Don Occhiline

E-mail: Don.Occhiline@ventura.org

Subject: Comments on Camarillo Airport Master Plan Update

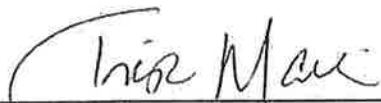
Dear Mr. Occhiline:

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document. Additional comments may have been sent directly to you by other County agencies.

Your proposed responses to these comments should be sent directly to the commenter, with a copy to Laura Hocking, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Laura Hocking at (805) 654-2443.

Sincerely,



Tricia Maier, Manager
Program Administration Section

Attachment

County RMA Reference Number 09-044





Office of
AGRICULTURAL COMMISSIONER

P.O. Box 889, Santa Paula, CA 93061
815 East Santa Barbara Street
Telephone: (805) 933-2926 Ext. 228
FAX: (805) 525-8922

Agricultural Commissioner
Henry S. Gonzales

Chief Deputy
Susan Johnson

August 26, 2009

David Fitz
Coffman Associates
237 N.W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Subject: Camarillo Airport – Airport Master Plan Update – CEQA Initial Study

Dear Mr. Fitz:

Thank you for the opportunity to comment on the content of the environmental document that Comman Associates will prepare on behalf of the Camarillo Airport for its Master Plan Update.

Project Description: Short term (first 5 years), intermediate term (6-10 years) and long term (20 years) capital improvement program at Camarillo Airport. Ventura County is the lead agency. Request is for comments regarding known environmental resources (agricultural resources) and sensitivities potentially associated with the project, specifically, parcels adjacent to the existing airport property which are designated under Williamson Act contracts.

Location: Camarillo Airport, northwest of Pleasant Valley Road and Las Posas Road, Camarillo, California

Comments: The Ventura County Agricultural Commissioner's staff comments on the following topics: Agricultural Soils, Water, Air Quality/ Microclimates, Pests and Diseases, and Land Use Incompatibility. The Ventura County Initial Study Assessment Guidelines in its entirety may be viewed at: www.ventura.org/planning. Agricultural Resources are Topic 7.

Agricultural Soils. The evaluation pertains to the amount of classified and mapped Important Farmland that will be converted from an agricultural use to a non-agricultural use. It does not appear that any classified, mapped Important Farmland will be converted to a non-agricultural use as a result of the project.

Agricultural Water Quantity and Quality. Other agencies of the County will evaluate the project's effects related to the usage of water as well as discharges and run-off that may affect agricultural water quality in the vicinity of the project. Best Management Practices of the County Public Works Agencies are likely to be employed to evaluate water usage and to control discharges and run-off from the site. Unless other agencies identify an unusual effect to agricultural water quantity or water quality, the Agricultural Commissioner's staff would likely consider these effects to be less than significant.

Agricultural Air Quality and Microclimates. The evaluation pertains to the introduction of dust

or the impairment of solar access onto farmland in the vicinity of the project. The Air Pollution Control District (APCD) will evaluate the project's effects related to dust. It is unlikely that any of the individual construction projects will result in solar impairment (shade) upon off-site agricultural parcels. Unless APCD identifies an unusual effect that would compromise the air quality of off-site agricultural operations, the Agricultural Commissioner's staff would likely consider these effects to be less than significant.

Introduction of Agricultural Pests or Diseases. The evaluation pertains to the introduction of agricultural pests or diseases onto farmland in the vicinity of the project. Generally, an airport capital improvement project does not involve changes of the type that would introduce these effects. Agricultural pests and diseases are typically spread via the shipment of infected fruits and vegetables or live plants. Permanent dust generating operations may also help to introduce agricultural pests and diseases. For this project, the Agricultural Commissioner's staff would likely consider these effects to be less than significant.

Land Use Incompatibility with Adjacent Agriculture. The County Initial Study Guidelines state that non-agricultural projects within 300 feet of off-site irrigated farmland may create potentially significant adverse effects. Evaluations are made on a case by case basis. In addition, Appendix G of the California Environmental Quality Act CEQA Guidelines requires a specific evaluation of whether a project will conflict with an existing Williamson Act contract. Attached is a map indicating the Ventura County Williamson Act Land Conservation (LCA) contracts on land in the vicinity of the Camarillo Airport. Your letter dated August 21, 2009 also inquired about map data on enrollment status of these parcels. For this particular information, please contact Ventura County LCA Planner, Andrea Ozdy (andrea.ozdy@ventura.org or (805) 654-2453).

The Ventura County Non-Coastal Zoning Ordinance Section 8109-0.4 additionally advises that non-agricultural uses in proximity to agricultural land should be located, designed, and operated to minimize adverse effects on agriculture. Specific measures may include use restrictions, buffer zones, fences and walls, and/or screening. The Initial Study should take note of the provisions of Section 8109-0.4.

In addition, Ventura County's Agricultural Policy Advisory Committee (APAC), has adopted guidelines for buffer standards, the Agricultural/Urban Buffer Policy, which recommends a 300-foot setback (or 150-foot setback with a vegetative barrier) when new urban uses are to be constructed next to classified, mapped Important Farmland. A copy of the Buffer Policy is enclosed. The Camarillo Airport is an existing use adjacent to agricultural parcels. The individual improvements depicted on the Short Term, Intermediate Term and Long Term schedules do not appear to pose an unusual increase in the intensity of the airport use that would introduce new land use incompatibilities to farmers in the vicinity. Therefore, it is unlikely that the Agricultural Commissioner's staff would request application of the Buffer Policy for this project.

With respect to the use of agricultural chemicals by farmers on farmland adjacent to the airport use and its airport workers, pesticide applicators are subject to the provisions of the California Food and Agriculture Code (FAC) which provides for the human health and safety of people

David Fritz, Coffman Associates [Camarillo Airport Master Plan Update]
August 26, 2009
Page 3

near pesticide applications. Pesticide applicators are subject to the provisions of the FAC at all times during the handling and application of agricultural pesticides.

The APAC committee meets nine times per year and welcomes courtesy presentations concerning future projects. Please contact me if you would like to be placed on a future APAC agenda.

This letter has been reviewed by Susan Johnson, Chief Deputy Agricultural Commissioner.

If you have any questions about the content of this communication, please contact me at the telephone number or email address below.

Thank you.

Sincerely,

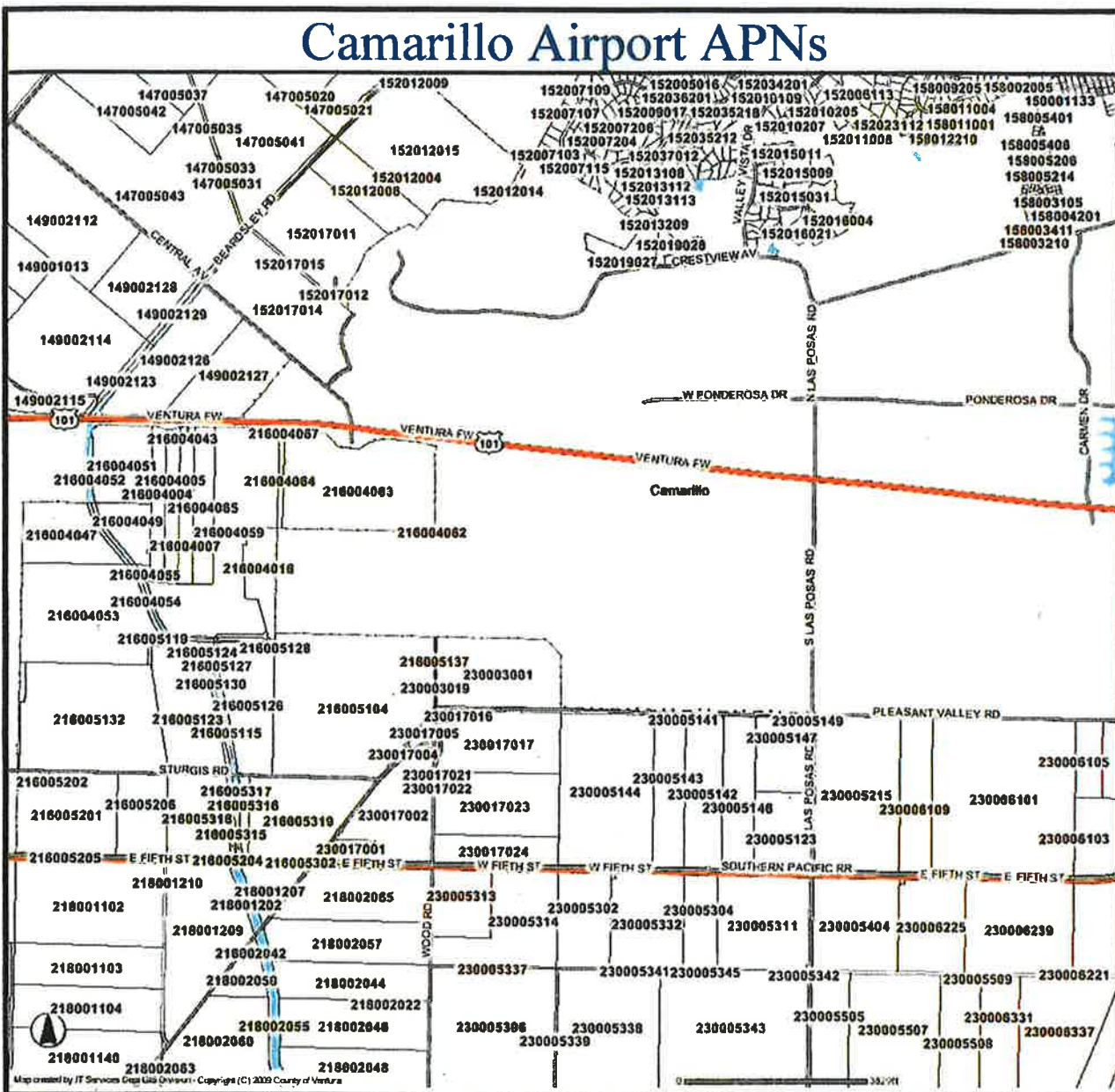


Rita Graham
Agricultural Land Use Planner
(805) 933-2926 Ext. 228
rita.graham@ventura.org

Enclosed:

- (1) Williamson Act Contract Numbers, vicinity of Camarillo Airport
- (2) Assessor Parcel Numbers, vicinity of Camarillo Airport

Camarillo Airport APNs



Map created by IT Services Dept GIS Division. Copyright (C) 2009 County of Ventura



Hazards	Resources	Public Facilities/Services
<ul style="list-style-type: none"> Flea History Floodplains Landslides Earthquake Induced Landslides Non-Earthquake Induced Liquefaction Tsunami Inundation Hazard Groundshaking <ul style="list-style-type: none"> 0.25 0.5 0.75 1.0 Major Pipelines Minor Pipelines All Faults 	<ul style="list-style-type: none"> Greenbelts Proposed Greenbelts Visual Resources <ul style="list-style-type: none"> Minor Resource Scenic Area Scenic Highway Mining Permits Oil Permits Land Conservation Act Contracts 	<ul style="list-style-type: none"> Elementary School District High School District Sanitation District
	<ul style="list-style-type: none"> Political/Planning Boundaries <ul style="list-style-type: none"> Area of Interest City Urban Restriction Boundary Growth/Non-growth Area Sphere of Influence Supervisory Districts 2000 Census Tracts 	<ul style="list-style-type: none"> Land Use <ul style="list-style-type: none"> Area Plan General Plan Zoning General Mapping <ul style="list-style-type: none"> Freeway Highway Lakes Rivers Cities

DISCLAIMER: This is a product of the Ventura County GIS Department. The data depicted here have been developed with extensive cooperation from other county departments, as well as other federal, state and local governments agencies. Ventura County expressly disclaims responsibility for damages or liability that may arise from the use of this map.

PROPRIETARY INFORMATION: Any resale of this information is prohibited, except in accordance with a licensing agreement.



Office of
AGRICULTURAL COMMISSIONER

P.O. Box 889, Santa Paula, CA 93061
815 East Santa Barbara Street
Telephone: (805) 933-3165, (805) 647-5931
FAX: (805) 525-8922

*Unlikely to
be applicable
FUI.*
Agricultural Commissioner
W. Earl McPhail

Chief Deputy
David Buettner

County of Ventura
Agricultural/Urban Buffer Policy – Revised 7/19/06

The purpose of this policy is to protect the public health, safety and welfare of the citizens of Ventura County and protect the economic viability and long-term sustainability of the Ventura County agricultural industry.

New urban developments (and non-farming activities) should be required to lessen public and animal exposure to agricultural chemicals, dust, noise and odors and protect agricultural operations and land from vandalism, pilferage, trespassing and complaints against standard legal agricultural practices.

This Policy provides guidelines to prevent and/or mitigate conflicts that may arise at the agricultural/urban interface. It applies where urban structures or ongoing non-farming activities are permitted adjacent to land 1) in crop or orchard production; or 2) classified by the California Department of Conservation Important Farmland Inventory as Prime, Statewide Importance, Unique or Local Importance farmland. These guidelines apply to projects requiring discretionary approval by the county or a city where the proposed non-farming activity is abutting or on land zoned AE, OS or RA, and the farming activity is located outside a Sphere of Influence, as adopted by LAFCO. The Agricultural Policy Advisory Committee (APAC) or the Agricultural Commissioner may grant an exemption to these policies on a case-by-case basis, where physical factors prevent or alleviate the need for compliance.

Where applicable, urban developments or non-agricultural uses shall be conditioned to provide and maintain a 300-foot setback and chain-link fence on the non-agricultural property between the urban use and the agriculture, or a 150-foot buffer/setback if a vegetative screen as described below is used.

APPLYING THE POLICY TO NEW DEVELOPMENT

New dwellings, non-agricultural work sites and ongoing outdoor public activities potentially conflict with agricultural operations. A buffer/setback and fencing are therefore needed on these sites when they are developed adjacent to the qualifying agricultural land. *A 300-foot setback to new structures and sensitive uses is required on the non-agricultural property unless a vegetative screen is installed. With a vegetative screen the buffer/setback is a minimum of 150-feet.*

Fencing requirements:

A reinforced 8-foot chain link fence with top bar is required on applicable urban developments to deter pilferage and vandalism of crops. Placement is nearest the agricultural side. If the agricultural field has a fence, the requirement may be satisfied.

Minimum standards for vegetative screen (shelter belt):

- Two staggered rows of trees and shrubs characterized by evergreen foliage that extends from the base of the plant to the crown
- Trees and shrubs should be vigorous, drought tolerant and at least 6 feet in height at the time of installation
- Plants should have 50% to 75% porosity (i.e., approximately 50% to 75% of the plant is air space)
- Plant height should vary in order to capture drift within 4 feet of ground applications

- A mature height of 15 feet or more is required for trees
- To ensure adequate coverage, 2 staggered rows should be located 5 feet apart and consist of minimum 5 gallon plants at least 6 feet tall planted 10 feet on center
- Recommended plants include: Toyon (*Heteromeles arbutifolia*), Sugarbush (*Rhus ovata*), Laurel sumac (*Malosma laurina*) and Italian cypress (*Cupressus sempervirens*)
- A long-term plan shall be in place for maintaining the vegetative shelter belt

The following uses are acceptable within 300 feet of agriculture:

- Parking lots and garages
- Landscaping/hardscape
- Storage sheds or open storage
- Greenhouse structures with venting away from the non-agricultural area
- Wooden or chain link fencing
- Some types of livestock such as range cattle or sheep (other livestock only as approved by APAC)
- Roads and drainage facilities
- Farmworker dwellings where notification between farmer and occupants can easily occur prior to spraying
- Low human-intensity uses as approved by APAC

The following uses are acceptable within 150 feet of agriculture with a vegetative screen (shelter belt):

- All uses acceptable within 300 feet
- Front yard setbacks
- Hiking, bike or bridle paths
- Single-use facilities for government, institutional or educational use where agreements and notification between parties can easily occur prior to spraying
- Farm and produce stands where notification between farmers and occupants can easily occur prior to spraying
- Agricultural Tourism in accordance with a Condition Use Permit (CUP)

APPLYING THE POLICY TO MODIFICATIONS OF EXISTING USES/ACTIVITIES

- All Policy guidelines apply where feasible

The following apply where existing structures do not allow a 300-foot or 150-foot setback:

- Installation of a reduced vegetative screen
- Reinforced 8-foot chain link fence (minimum requirement)
- Information exchange for agricultural spraying notification
- Posting of Right-to-Farm Ordinance at the site of existing uses/activities
- Agreement to modify existing cooperative practices, if needed

The following apply where a school is located directly within 300 feet of agriculture:

- All K-12 school construction within 300 feet of agriculture requires a public meeting by APAC – and is strongly discouraged within ¼-mile of agriculture
- When a school is located directly within 300 feet of agriculture, the recommendations in *Farming Near Schools, A Community Guide for Protecting Children* (available from the Agricultural Commissioner's Office or www.agfuturesalliance.net) shall be followed by both the farmer and the school

These Guidelines were developed in part from data from *Spray Drift Task Force (1997)*, established in response to EPA spray drift data requirements.

From: Jose Moreno [mailto:Jose.Moreno@ventura.org]
Sent: Wednesday, October 14, 2009 1:36 PM
To: Timothy Kahmann
Subject: RE: Camarillo Airport County Zoning

Hi Tim,

as you can see in the attached PDF map, most of Camarillo Airport is within the Camarillo City limits, except the most western section. All county/unincorporated zoning surrounding this airport is AE-40 ac (Agricultural Exclusive 40 acres minimum). According to our GIS data, there is no MRP (Mineral Resource Protection) zoning in this area. In addition, our GIS data shows that this area is under "Undetermined" paleontological importance, which means that there has been no paleontological importance determination/study/analysis for this area.

Let me know if you have any other questions or need further assistance.

Regards,

Jose M. Moreno, M.A., GISP
GIS Supervisor
Ventura County
Resource Management Agency
Mail Stop 1700
800 S. Victoria Avenue
Ventura, CA 93009
Phone: (805) 477-1585
Fax: (805) 654-2630

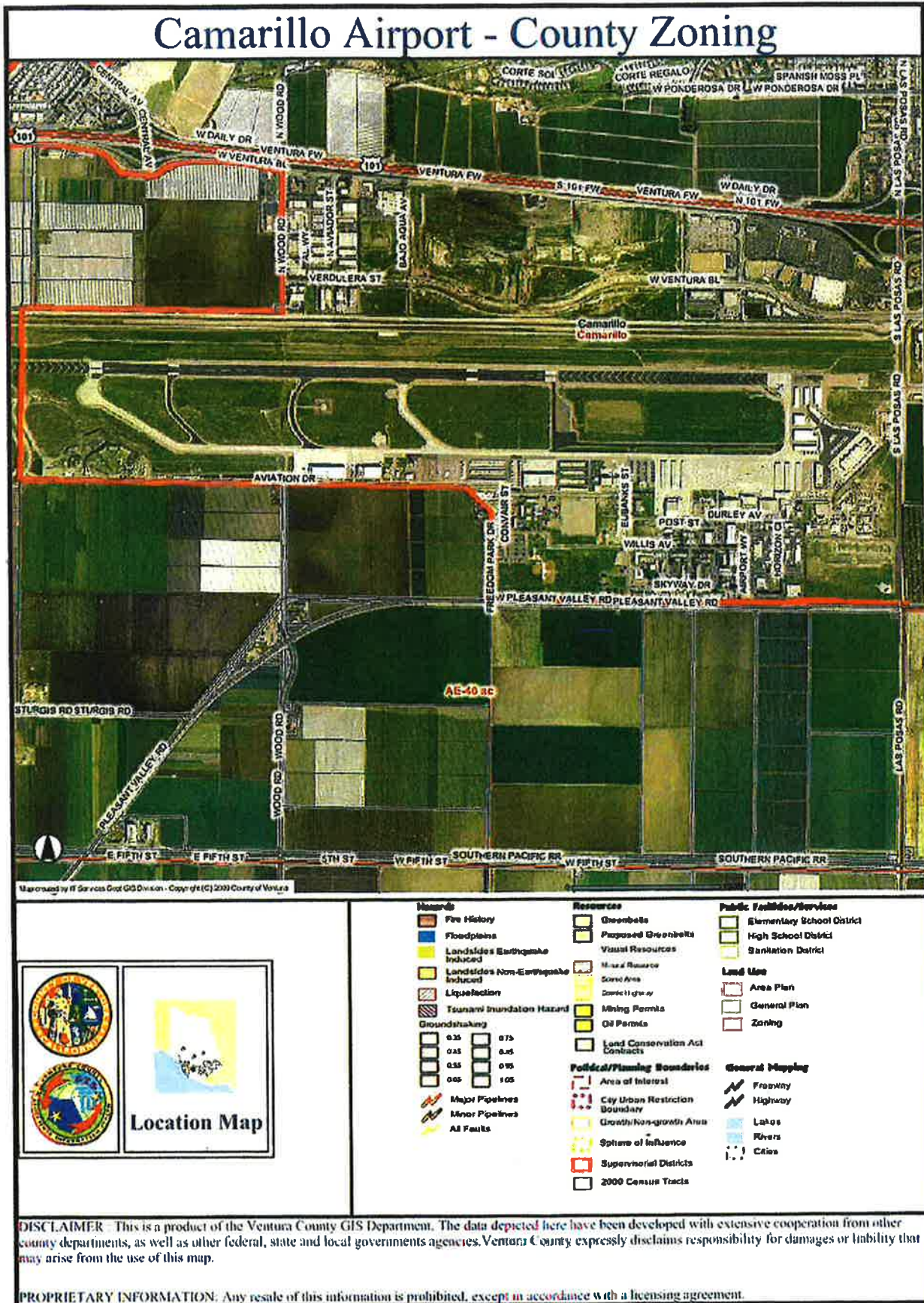
>>> "Timothy Kahmann" <tkahmann@coffmanassociates.com> 10/14/2009 11:04 AM >>>

Jose,

Thank you for the information! The MRP and Paleontological Resources information is part of an Initial Study to comply with the California, CEQA requirements. The map only showed one half of the airport, would it be possible to get the other half? Or really if you could just confirm via email that no MRP is in the area, and that the Paleontological Resources is undefined that would work too, whichever is easiest for you. I can provide a map of the area if needed but the extent you provided for the west half would be perfect.

I am sorry to trouble you further and appreciate your help!

10/19/2009





City of Camarillo

Department of Public Works

601 Carmen Drive, Camarillo, CA 93010
Office: 805.388.5340 - Fax: 805.388.5387

October 20, 2009

Mr. David Fitz
Coffman Associates
237 N. W. Blue Parkway, Suite 100
Lee's Summit, MO 64063

Dear Mr. Fitz:

Subject: Camarillo Airport Master Plan Update

This is in response to your August 21, 2009, letter to Mr. Fox requesting comments regarding environmental resources and sensitivities potentially associated with the improvements proposed for the Camarillo Airport. The following comments are from the Department of Public Works and are general in nature because the details of the airport improvements will not be available for several years.

Automobile traffic and its related air quality and noise impacts are always environmentally sensitive issues and future airport projects should be in compliance with meeting the goals of mitigating adverse impacts of new traffic and enhancing the flow of traffic. City studies of projected traffic on Las Posas Road have identified that the road in the vicinity of the airport will ultimately need to be widened to six lanes. Also, the intersection of Las Posas Road and Camarillo Center Drive should not be a full-service intersection with a traffic signal. These restrictions are necessary to ensure that the spacing of future traffic signals along Las Posas Road will allow the signals to be synchronized for efficient traffic flow in both directions of travel.

The planned airport long-term improvements include some form of driveway access on Las Posas Road opposite, or in the vicinity of, Camarillo Center Drive. I am sorry if in my past telephone conversations I implied no driveway access onto Las Posas Road could be proposed. Partial access, right turns in and out, at or near Camarillo Center Drive may be feasible when more detailed designs and studies for Las Posas Road are prepared and analyzed.

As we also discussed, access to the northeast area of the airport may be feasible by way of a driveway to Ventura Boulevard. This alternative will also require more detailed analysis to resolve possible vertical grade issues associated with the Camarillo Hills Drain and the close proximity of Ventura Boulevard.

Mr. David Fitz
Coffman Associates
October 20, 2009
Page 2 of 2

Public Works staff also desires to point out that water system infrastructure expansion and improvement may be necessary to accommodate some or all of the phases of the Camarillo Airport Master Plan. The expansion of water line systems, installing additional fire hydrants, and the temporary construction activity impacts are potential environmental sensitivities that will need to be addressed in pursuing the future completion of the Camarillo Airport Master Plan.

It is hoped that these initial comments will be of assistance to you in preparing the Camarillo Airport Master Plan and CEQA Initial Study. If you have questions, please feel free to call me at 805-388-5356.

Sincerely,



Bill Golubics
Traffic Engineer

David W. Fitz

From: Tom Smith [tsmith@ci.camarillo.ca.us]
Sent: Wednesday, October 14, 2009 4:44 PM
To: David W. Fitz
Cc: Lucie McGovern; Todd McNamee; Don Occhiline
Subject: RE: Camarillo Airport Master Plan Project Description

Dave,

Based on our conversation yesterday regarding the Camarillo Airport master plan, the new demands on the water system will be the result of additional restrooms etc. Under this scenario, there are no anticipated water availability issues.

*Tom Smith
Water Superintendent
City of Camarillo
Office: 805-388-5376
Fax: 805-389-9524*

From: David W. Fitz [mailto:dfitz@coffmanassociates.com]
Sent: Tuesday, October 13, 2009 11:49 AM
To: Tom Smith
Subject: Camarillo Airport Master Plan Project Description

Mr. Smith,

Thank you for taking the time to discuss the Camarillo Airport with me today. Attached is the project description we discussed. If possible, please let us know if the Camarillo Airport presents any water issues.

Sincerely,



Dave Fitz, AICP
Principal
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063
816-524-3500 (phone)
816-524-2575 (FAX)
www.coffmanassociates.com

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David W. Fitz

From: Steve DeGeorge [sdegeorge@goventura.org]
Sent: Monday, October 26, 2009 10:36 AM
To: David W. Fitz
Subject: RE: Camarillo airport

Dave,

I agree.

Steve

Steve DeGeorge
Planning & Technology Director
Ventura County Transportation Commission
950 County Square Drive # 207
Ventura, CA 93003
(805) 642- 1591 ext. 103

From: David W. Fitz [mailto:dfitz@coffmanassociates.com]
Sent: Monday, October 26, 2009 8:31 AM
To: Steve DeGeorge
Subject: RE: Camarillo airport

Steve,

Our model is limited just to the airport and does not include the nearby business park. The larger TAZ explains the higher numbers. We just want to make sure the increase traffic as a result of the forecasted operations increase will not impact the congestion management program you have in place. Based upon your e-mail, the airport TAZ numbers have a little cushion and the increased activity as a result of the Master Plan will not be a significant impact.

Dave



Dave Fitz, AICP
Principal
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063
816-524-3500 (phone)
816-524-2575 (FAX)
www.coffmanassociates.com

From: Steve DeGeorge [mailto:sdegeorge@goventura.org]
Sent: Monday, October 26, 2009 10:07 AM
To: David W. Fitz
Subject: RE: Camarillo airport

Dave,

11/3/2009

Does your model take into account all of the other uses at the airport or is it strictly airport operations. My TAZ is a little larger than the airport itself. I might be tempted to lower the airport numbers in my model if you include the other uses. Either way I don't see a real issue with the CMP if our numbers are a little high, we can take that into account when looking at all other issues.

I believe Springville is in the forecast year. I'd have to check the database to be certain but I seem to recall having the discussion with Ray about it when we were building the model.

Steve

Steve DeGeorge
Planning & Technology Director
Ventura County Transportation Commission
950 County Square Drive # 207
Ventura, CA 93003
(805) 642- 1591 ext. 103

From: David W. Fitz [mailto:dfitz@coffmanassociates.com]
Sent: Monday, October 26, 2009 7:40 AM
To: Steve DeGeorge
Subject: RE: Camarillo airport

Steve,

Thank you for the quick response. We ran a quick trip generation calculation for existing and 20-year future daily flights for Camarillo Airport (See attached). Based upon our trip generation calculation we are showing average weekday 2-way volume to be 756 for the current year and 1,062 for our 20-year forecast. The production/attraction numbers for the airport you provided us (below) are 2,292 for just the production. Given that the trip generation for Camarillo Airport based upon the 20-year forecast operations is still significantly below your planning numbers, do you foresee any issues with the Camarillo Airport Master Plan on the VCTC's 2009 Congestion Management Program?

On a related subject, there is a large mixed use development planned immediately north of the Camarillo Airport on the other side of Highway 101 called Springville. Is this future Springville development traffic incorporated into the Congestion Management Program?

Thanks

Dave



Dave Fitz, AICP
Principal
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063
816-524-3500 (phone)
816-524-2575 (FAX)
www.coffmanassociates.com

From: Steve DeGeorge [mailto:sdegeorge@goventura.org]

Sent: Friday, October 23, 2009 3:33 PM

To: David W. Fitz

Subject: RE: Camarillo airport

PHW	PHS	PHO	POW	POO	AHW	AHS	AHO	AOW	AOO
Production Home to Work	Production Home to Shopping	Production Home to Other	Production Other to Work	Production Other to Other	Attraction Home to Work	Attraction Home to Shopping	Attraction Home to Other	Attraction Other to Work	Attraction Other to Other

Steve DeGeorge

Planning & Technology Director

Ventura County Transportation Commission

950 County Square Drive # 207

Ventura, CA 93003

(805) 642- 1591 ext. 103

From: David W. Fitz [mailto:dfitz@coffmanassociates.com]

Sent: Friday, October 23, 2009 1:17 PM

To: Steve DeGeorge

Subject: RE: Camarillo airport

Steve,

Can you provide the definitions for the table headers? For example is phs (home to shopping-production)?

Dave



Dave Fitz, AICP
Principal
237 NW Blue Parkway, Suite 100
Lee's Summit, MO 64063
816-524-3500 (phone)
816-524-2575 (FAX)
www.coffmanassociates.com

From: Steve DeGeorge [mailto:sdegeorge@goventura.org]

Sent: Tuesday, October 20, 2009 1:44 PM

To: David W. Fitz

Subject: Camarillo airport

Dave,

I've attached the model plots for the area surrounding the airport, really just the whole southwest quadrant of the county. Below is the special generator production/attraction table for the airport. We didn't anticipate any significant growth between the base year and forecast year so we used the same table for both.

PHW	PHS	PHO	POW	POO	AHW	AHS	AHO	AOW	AOO
0	0	0	131	2161	2316	0	7596	949	2161

Steve

Steve DeGeorge
Planning & Technology Director
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Ventura, CA 93003
(805) 642- 1591 ext. 103