

**ENVIRONMENTAL ASSESSMENT/  
ENVIRONMENTAL IMPACT REPORT**

**FOR**

**AIRPORT DEVELOPMENT  
IN ACCORDANCE WITH THE  
DRAFT AIRPORT MASTER PLAN UPDATE  
AT  
CAMARILLO AIRPORT,  
CAMARILLO, CALIFORNIA**

**Prepared for the  
VENTURA COUNTY DEPARTMENT OF AIRPORTS  
and the  
FEDERAL AVIATION ADMINISTRATION**

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The Ventura County Environmental Report Review Committee recommends that the decision making body find that this document has been completed in compliance with the *California Environmental Quality Act*.

Bruce Smith  
Chair, ERRC

JULY 29, 1999  
Date

This Environmental Assessment becomes a Federal document when evaluated and signed by the responsible FAA Official.

\_\_\_\_\_  
Responsible FAA Official

\_\_\_\_\_  
Date



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## SUMMARY

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The Camarillo Airport Environmental Assessment for land acquisition and airport development, and Environmental Impact Report for the *Draft Camarillo Airport Master Plan Update* (EA/EIR) has been organized to comply with both federal and state guidelines for the content of environmental documents. The following briefly describes the contents of this report.

Chapter One provides a description of the purpose and need for the proposed action, a summary of the *Draft Airport Master Plan Update*, a description of the proposed federal action, and a description of the long-term planned improvements to the airfield and landside facilities as described in the *Draft Airport Master Plan Update*.

Chapter Two summarizes the five alternatives which were evaluated during the preparation of the *Draft Airport Master Plan*, including their feasibility and environmental consequences. In addition to the proposed improvements (provided as Alternative A: Proposed Action), two on-airport alternatives, two off-airport alternatives, and the No Action alternative, were evaluated.

Chapter Three describes the project setting and affected environment, particularly the characteristics of the airport and the local community. This chapter is intended to provide a description of the existing conditions of the airport and the community-at-large. Where applicable, these facilities and socioeconomic characteristics are discussed in more detail in Chapter Four.

Chapter Four provides specific detail of the existing conditions on and around the airport for the purpose of determining the environmental consequences of the Proposed Action and all feasible

alternatives. Where necessary and appropriate, mitigation measures are discussed which would reduce or eliminate the anticipated environmental impacts. The environmental categories specified in this chapter are required under either FAA or state regulations.

Chapter Five is intended to address federal requirements for an evaluation of the Proposed Action's impact on other considerations, specifically approved federal, regional, state and local land use plans and policies.

Chapter Six is intended to address *California Environmental Quality Act* (CEQA) requirements for an evaluation of the Proposed Action's cumulative impacts to governmental services and natural resources.

Chapter Seven lists the preparers and evaluators, as required to meet FAA criteria.

The appendices include a copy of the Initial Study, a list of all agencies contacted as part of the initial scoping effort, copies of all responses received, a copy of the Airport Layout Plan and Land Use Assurance Letter, and copies of the technical analyses completed as part of this study. Following the public review and hearing, the Final EA/EIR document will include the public hearing documentation (i.e., copies of advertisements and legal notices, transcript of the hearing, and letters received during the public comment period) and written responses to comments received at the hearing and in writing.

## **APPROACH**

***Determination of Effect.*** To comply with both the *National Environmental Policy Act* (NEPA) and *California Environmental Quality Act* (CEQA) requirements, two different threshold criteria are used in this document to determine the impacts of the Proposed Action. As required by NEPA and the Federal Aviation Administration (FAA), lead agency for the Environmental Assessment, the environmental analysis included in this document provides a comparison of the impacts of the Proposed Action (future year with implementation of the proposed project) with those of the No Action alternative (future year without implementation of the Proposed Action).

This approach recognizes that Camarillo Airport is an existing aviation facility and will continue to operate whether or not any of the identified projects are constructed or implemented. It is also reasonable to expect that use of the airport will continue to increase over the next 20 years, both by general aviation (including corporate) passengers and private aircraft operators, as population and economic growth continues in the area.

In accordance with CEQA Guidelines, CEQA impacts are determined based on a comparison of the Proposed Action to the existing condition, or environmental setting (Section 15125). This

environmental setting “normally constitutes the baseline physical conditions by which a lead agency determines whether an impact is significant (Section 15125(a)).”

Each environmental resource category discussed in Chapter Four provides both determinations of effect: Proposed Action to No Action and Proposed Action to existing condition. Appropriate mitigation measures are included for each issue area.

***Project Impacts, Cumulative, and Growth-inducing Impacts.*** According to the *State CEQA Guidelines*, all phases of a project must be considered when evaluating its impact on the environment: planning, acquisition, development, and operations (Section 15126). An EIR is intended to limit its examination to changes in the existing physical conditions in the affected area. Also required, however, is a discussion of significant or potentially significant cumulative or growth-inducing impacts. Cumulative impacts refer to the incremental effects of the project which may be individually less-than-significant, but taken as a whole (along with impacts from other projects in the area) may be considerable. Growth-inducing impacts refer to economic and/or population growth which are directly or indirectly associated with the project. The project impacts are discussed in Chapter Four of this report. Cumulative impacts are referenced in Chapter Four, and discussed in more detail in Chapter Six. Growth-inducing impacts are discussed in Chapter Six.

In the field of airport planning, it is the accepted industry standard that implementation of an Airport Master Plan, in and of itself, does not generate additional airport activity or, by extension, local/regional socioeconomic growth, rather it is intended to respond to it. The preparation of an Airport Master Plan is intended to identify potential future facility demands (as reflected in the number of operations, based aircraft, and passenger enplanements) and provide the airport sponsor with the means to address those demands. The demands themselves are a byproduct of local and regional population and economic growth, which are forecasted by others and are external to the control of the airport. Under this approach, the Proposed Action would have project and cumulative impacts, but no growth-inducing effect.

It is, however, reasonable to assume that the proposed improvements would generate some increase in activity as a direct result of making the airport more attractive and convenient for its users. Similarly, it is also reasonable that the No Action would result in reduced demand for the facility (less attractive, inconvenient). Whether the aviation demand forecasts prepared for the Airport Master Plan, and used in this document, represent the Proposed Action or the No Action is undeterminable at this point in time. There is currently no methodology for calculating the difference between demand for an improved airport and an unimproved airport in instances where the project does not result in any significant increase in airport capacity (represented by the Annual Service Volume). For this reason, the Camarillo Airport's aviation demand forecasts, which were calculated based on external local and regional socioeconomic forecasts, represents the reasonably foreseeable future demand for the airport facility with or without the proposed improvements.

***Program EIR.*** This document has been designed to serve as a Program EIR under CEQA (Section 15168). Under this approach, the EA/EIR is prepared on a series of actions defined in the *Draft*

*Airport Master Plan Update* which are related to each other both geographically and as “logical parts in a chain of contemplated actions”. The advantages of this approach are that the County of Ventura can consider the cumulative effects of the 20-year plan and allow for consideration of airport-wide policy alternatives and mitigation measures early in the development and planning process.

This approach is particularly relevant because the *Draft Airport Master Plan Update* is designed and intended to be used as a demand-based document. This means that improvements identified in the report and included in the Proposed Action would only be developed or implemented when operations, based aircraft, or other activity at Camarillo Airport warrants them. Because of the long-term nature of the document, actual design and location of various improvements are subject to modification as a result of changing conditions at the Airport. A Program EIR allows the County to evaluate subsequent improvement plans to determine whether they are in keeping with the original plan and projected environmental effects, or whether additional environmental analysis will be necessary. This is also referred to as tiering in the State CEQA Guidelines.

## **PURPOSE AND NEED**

Two overall objectives constitute the primary purpose and need for the Proposed Action: (1) to enhance safety and security at Camarillo Airport and (2) to accommodate future aviation demand.

***Enhance Safety and Security.*** Safety improvements at Camarillo Airport focus on preserving and improving compliance with the FAA design standards. *FAA Order 5190.6A, Airport Compliance Requirements*, specifies that airports accepting and receiving Federal grant funds comply with FAA requirements to ensure safe and properly maintained airports that are operated in a manner which protects the public’s interest and investment. Due to the relationship between the airfield and the landside facilities at Camarillo Airport, there is frequent opportunity for aircraft to be placed in a head-to-head position on the taxiways, with one aircraft desiring to taxi east and the other west. This is true both on the airfield parallel taxiway and on the terminal area taxiway. This conflict results in both capacity constraints and potential safety concerns. Two-way aircraft circulation, as proposed in the *Draft Airport Master Plan Update*, is needed to enhance safety for taxiing aircraft.

A proposed helicopter training area on the north side of the airfield would remove these operations from the fixed-wing aircraft pattern, also enhancing safety by reducing the potential for conflict between the various airport users. Training helipads in this area will also have the least impact to existing landside uses on the south side of the airfield.

Finally, Camarillo Airport is closed due to inclement weather approximately 6.5 percent of the year. A proposed precision instrument approach meeting Category 1 criteria related to cloud ceiling and visibility would allow the airport to remain open longer and would allow more aircraft to land safely during these periods of low visibility.



**Accommodate Future Aviation Demand.** Camarillo Airport serves businesses and residents in the region. It accommodates business aircraft, air taxi, and recreational flyers. In general, these airport users either reside or have business in the area. As population and business development in the Ventura County region continues to grow, so too will the use of the airport. As more residents or businesses move into the area, the number of businesses with corporate aircraft are expected to increase, as are the number of residents that own airplanes and desire to hangar them near where they live or work. Combined, these will result in further increases in the number of aircraft operations at Camarillo Airport as these businesses and residents use their aircraft. With the increase in economic development, it is also likely that business aircraft that are not based at Camarillo Airport will utilize the facility on a transient basis.

The *Draft Airport Master Plan Update* for Camarillo Airport identifies the following aviation demand levels which are anticipated for Camarillo Airport over the 20-year planning period (see **Table A**). These forecasts reflect the estimated demand for aviation use of Camarillo Airport resulting from the projected changes in population and economic growth. They do not reflect demand that would only be expected to occur if facility improvements were made, but demand that is expected to occur, regardless of the availability of facilities.

<b>TABLE A</b>			
<b>Aviation Demand Forecasts</b>			
	Actual (1994)	Planning Horizons	
		Short Term	Long Term
Annual Operations			
General Aviation	186,228	210,000	300,000
Air Taxi	2,025	2,300	3,300
Military	2,597	2,500	2,500
<b>Total Operations</b>	<b>190,850</b>	<b>214,800</b>	<b>305,800</b>
Based Aircraft	580	640	890

Source: *Draft Camarillo Airport Master Plan Update*

## PROJECT DESCRIPTION

Ventura County Department of Airports has prepared an update to the existing *Camarillo Airport Master Plan*. The Proposed Action of this EA/EIR document constitutes replacement of the existing *Airport Master Plan* (1987) with the recently completed *Draft Camarillo Airport Master Plan Update*. This update is proposed to satisfy project objectives and include a range of projects and/or actions as listed in **Table B**.

As this is a joint NEPA and CEQA document, the project was divided into two phases: short-term and long-term. Under FAA guidelines, federal environmental documentation is assumed to be valid

for only the first three to five years of proposed development; projects scheduled for beyond this period require subsequent consideration under federal guidelines. The NEPA element of this document, therefore, applies only to the development projects planned for the first five years (short-term). CEQA, however, requires consideration of all of the proposed projects, both short-term and long-term. The items identified in **Table B** are all included in this Program EIR, because of the long-range nature of this document, however, timing and specific design is subject to change.

<b>TABLE B Proposed Action: Improvement Schedule</b>	
<b>Short-term Improvements — NEPA and CEQA Projects</b>	
<b>1998 Improvements</b>	
<ul style="list-style-type: none"> <li>• Overlay, stripe, and mark Taxiways A and D</li> <li>• Slurry, crack fill, and mark east and west ramps</li> <li>• Add asphalt concrete cap to existing access road</li> </ul>	<ul style="list-style-type: none"> <li>• Perimeter security fencing, lighting, and signage</li> <li>• Site preparation and paving for hangar in central hangar development area</li> <li>• Prepare consolidated fuel farm site</li> </ul>
<b>1999 Improvements</b>	
<ul style="list-style-type: none"> <li>• Clean and rehabilitate storm drainage system</li> <li>• Construct 42 T-hangars and relocate 35 port-a-port hangars</li> </ul>	<ul style="list-style-type: none"> <li>• Reconstruct road south of the central hangar area</li> <li>• Extend perimeter fence around central hangar area</li> </ul>
<b>2000 Improvements</b>	
<ul style="list-style-type: none"> <li>• Reconstruct ramp east of CAF leasehold</li> </ul>	<ul style="list-style-type: none"> <li>• Construct taxiway parallel to east ramp with marking and lighting</li> </ul>
<b>2001 Improvements</b>	
<ul style="list-style-type: none"> <li>• Overlay, mark, and stripe Runway 8-26</li> </ul>	<ul style="list-style-type: none"> <li>• Slurry seal and mark all ramps</li> </ul>
<b>2002 Improvements</b>	
<ul style="list-style-type: none"> <li>• Construct parallel taxiway to Runway 8-26 - Phase I</li> <li>• Construct ramp with security lighting</li> <li>• Replace rotating beacon with tower, electricity, and controls</li> </ul>	<ul style="list-style-type: none"> <li>• Extend access road/fire protection west</li> <li>• Construct 21 T-hangars</li> <li>• Construct 23 executive hangars (privately funded)</li> </ul>
<b>Long-term Improvements — Additional CEQA Projects</b>	
<ul style="list-style-type: none"> <li>• Improve safety areas and drainage for Runway 8-26</li> <li>• Slurry seal and mark runway and taxiways</li> <li>• Construct general aviation terminal/administration building</li> <li>• Construct parallel taxiway to Runway 8-26 - Phase II and III</li> <li>• Install MALS on Runway 26</li> <li>• Site preparation and pave access taxiway for west hangar development</li> <li>• Rehabilitate and in-fill east parking apron</li> </ul>	<ul style="list-style-type: none"> <li>• Pave perimeter service road</li> <li>• Site preparation and pave east hangar development area</li> <li>• Construct 92 T-hangars and relocate 17 port-a-ports</li> <li>• Construct 58 executive hangars and 3 conventional hangars (privately funded)</li> <li>• Construct parking apron (10,000 square yards)</li> <li>• Construct helicopter operations area on north side of runway</li> </ul>

## ALTERNATIVES

The Proposed Action, the No Action, and four other alternatives were developed and evaluated as a part of this EA/EIR. Alternatives were evaluated with regard to their potential to generally satisfy project need, their feasibility to implement, and the environmental consequences anticipated. Those alternatives that were not considered feasible, did not generally satisfy project needs, or would not result in a notable reduction in environmental impacts, are noted. The alternatives are summarized as follows.

***Alternative A: Proposed Action.*** Implementation of this alternative will provide for dual-parallel taxiways for both the runway and terminal areas. This will significantly improve safety on-airport and will also result in a slight improvement to operational delay time and costs. A MALSR approach lighting system would be installed to support a Category I precision instrument approach to Runway 26. A helicopter training area would be provided on the north side of the airfield, near the Camarillo Hills Drain, well away from the landside facilities and allowing for a separate traffic pattern. Additional hangars and associated taxilanes would be installed in three primary development areas: center, east, and west. A general aviation terminal building and space for the Ventura County Department of Airports would be constructed in the east terminal area. The fuel farm would be expanded. An existing access road to the west landside area, near the shooting range, would be paved.

***Alternative B.*** This alternative is similar to Alternative A except for variations in the design for the helicopter operations area, fuel farm location, and hangar areas.

***Alternative C.*** This alternative is also similar to Alternative A except for variation in the configuration and location of the various landside facilities.

***Alternative D - Development of a New Airport.*** This alternative evaluated the feasibility of constructing a new airport in the vicinity of Camarillo Airport to meet the aviation needs of the region. Development of a new airport costs millions of public dollars and, due to the demand for a large, undeveloped land area, potentially results in significant impacts to natural, biological, and cultural resources, as well as to residents not currently located in the vicinity of an airport.

***Alternative E - Transferring Service to Another Airport(s).*** This alternative would transfer some or all of the additional aviation demand projected for Camarillo Airport to another airport in the region. While Oxnard and Santa Paula Airports also serve the region, both are currently or are forecasted to be faced with capacity problems and would not be able to accommodate the general aviation and related operations without great expense. NAWA Point Mugu is not currently an option, even if it were designated as a joint-use facility, as recently studied. Indications have been that should Pt. Mugu be so designated, general aviation operations would not be permitted at the facility until and unless the military function is abandoned or realigned. Because of that limitation, the proposed improvements to Camarillo Airport, particularly in regard to the taxiway additions, helicopter operation area, and hangar developments would still be necessary.

**Alternative F - No Action.** The No Action alternative essentially considers keeping the airfield in its present condition without providing for any improvements to the existing facilities. Under CEQA, however, the existing facilities could be maintained and replaced in-kind and in-place.

**Summary.** Alternatives B and C were eliminated from further study because they were not prudent when compared with Alternative A, the preferred alternative. Both require land acquisition which would result in farmland and social impacts. Other environmental impacts are expected to be the same or similar to those of Alternative A; therefore, there would be no advantage to implementing either of these alternatives over Alternative A. Alternative D was eliminated because of the excessive public costs and the potential for significant impacts to environmental resources when compared with Alternative A. It was found to be neither reasonable nor prudent. Alternative E was eliminated because none of the existing aviation facilities in the area would be able to fully accommodate the projected increase in demand identified in the *Draft Airport Master Plan Update* for Camarillo Airport; therefore, this alternative was found to be neither prudent nor feasible.

Alternative A was found to be reasonable and feasible and represents the Proposed Action that is evaluated in this EA/EIR. Alternative A is also considered to be the environmentally preferred alternative. Alternative F was found to be neither feasible nor prudent because it restricts the County of Ventura from safely and reasonably accommodating the increased demand for Camarillo Airport facilities, contrary to the stated purpose and need. Although the No Action is not the environmentally preferred alternative, the environmental consequences are further evaluated, as required by *FAA Order 5050.4A* and the *California Environmental Quality Act*.

## **AFFECTED ENVIRONMENT**

Camarillo Airport is located within the City of Camarillo, County of Ventura, California. It is approximately halfway between Santa Barbara to the northwest and Los Angeles to the southeast. The regional socioeconomic and land use conditions, both existing and projected, are described in detail in Chapter Three, as is the existing airport facility.

## **PROJECT IMPACTS**

**Table C** summarizes the existing condition and environmental consequences of the No Action alternative. It also summarizes the environmental consequences, required mitigation measures, and the environmental consequences after mitigation of the Proposed Action (Alternative A) under both NEPA and CEQA criteria. Required mitigation measures are identified for geologic hazards, traffic and circulation, historical/cultural resources, and construction impacts, the only categories with potential significant effects directly attributable to the Proposed Action. For a more detailed discussion, refer to **Chapter Four, Environmental Consequences and Mitigation Measures**.

# CUMULATIVE IMPACTS

**Table D** summarizes the cumulative environmental impacts of the Proposed Action and the associated mitigation measures. Potentially significant cumulative impacts were identified for geologic hazards, traffic and circulation, water supply and quality, and solid waste disposal. Mitigation measures provided reduce these cumulative or potentially cumulative impacts to a level of less-than-significant. Cumulative impacts regarding air quality were found to be *de minimus*.

**Table C**

**Summary of Environmental Consequences and Mitigation Measures**

		Proposed Action			
Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
<b>Potentially Significant Issues</b>					
Noise	Area within 65 CNEL contour is 0.51 square miles.	In the short-term, area within the 65 CNEL contour (federal threshold of significance) increases by 0.06 square miles compared with the existing condition, to 0.57 square miles. In the long-term, the area within the 65 CNEL contour reduces to 0.53 square miles, just 0.02 square mile larger than the existing condition.	In the short-term, area within the 65 CNEL contour increases by 0.06 square miles over the existing condition, to 0.57 square miles. In the long-term, the area reduces to 0.52 square miles, just 0.01 square miles larger than the existing condition.	None required	Less-than-significant

**Table C, continued**  
**Summary of Environmental Consequences and Mitigation Measures**

Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Proposed Action	
				Mitigation Measures	Environmental Consequences after Mitigation
Compatible Land Use	The 65 CNEEL does not incorporate any residences or other noise sensitive land uses.	No residences or other noise-sensitive land uses are located within the 65 CNEEL contour under either the short-term or long-term condition.	Same as No Action. No residences or other noise-sensitive land uses are located within the 65 CNEEL contour under either the short-term or long-term condition.	None required	Less-than-significant
Social	No Impact	None	Same as No Action	None required	No impact
Geological Risks	Camarillo Fault Zone runs through airport. Camarillo Fault Trace has been identified just east of airport. Airport located within ground shaking zones A and B and portions of the airport are identified as having a moderate and high potential for liquefaction	Same as Existing Condition. Risks for ground shaking and liquefaction throughout the airport; potential risk of ground rupture along the runway alignment.	Potential risk of ground shaking and liquefaction throughout the airport, potential risk of ground rupture in the east and west hangar areas, as well as along the runway alignment.	No habitable structures will be located either on or within 50 feet of the Camarillo Fault.  Prior to the construction of hangars in either the east or west hangar areas, a geotechnical study will be completed to evaluate the presence of the Camarillo Fault in those areas.	Less-than-significant

Table C, continued

Summary of Environmental Consequences and Mitigation Measures

		Proposed Action			
Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Traffic and Circulation	Average daily traffic (ADT) is 1,354 vehicle trips, of which 157 occur in the a.m. peak hour and 235 in the p.m. peak hour.	Increase in average daily traffic (ADT) of 816 vehicle trips is expected to occur in the long-term. This includes an increase in a.m. peak hour of 95 vehicle trips and an increase in p.m. peak hour of 142 vehicle trips.	Same as No Action. ADT in the long-term will increase by 816 vehicle trips. Morning peak hour vehicle trips will increase by 95 and p.m. peak hour vehicle trips will increase by 142.	Ventura County Department of Airports will comply with the County's and/or City's Traffic Impact Mitigation Fee Programs, as required, in order to mitigate potential traffic impacts associated with the individual elements of the Proposed Action. New construction projects will be evaluated on a project by project basis. At the time of application for a building permit, a project description will be submitted to the County Transportation Department and/or City Traffic Engineer to determine its potential impact to County and/or City roads. If it is determined that the proposed project will have impacts, the Director of Airports and a County and/or City representative will determine the appropriate fee needed to mitigate the project impact.	Less-than-significant



**Table C, continued**  
**Summary of Environmental Consequences and Mitigation Measures**

Environmental Category		Proposed Action		
Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
<p>Air Quality</p> <p>Region is in federal and state non-attainment for ozone and state non-attainment for PM<sub>10</sub>. Airport (including aircraft, ground support equipment, stationary sources, and vehicle traffic) currently emits 215.13 pounds per day of NOx, 304.23 pounds per day of ROC, and 3.56 pounds per day of PM<sub>10</sub>.</p>	<p>Over the long-term, projected increased use of Camarillo Airport will result in an increase in NOx emissions of 126.44 pounds per day, an increase in ROC emissions of 129.73 pounds per day and an increase in PM<sub>10</sub> emissions of 2.35 pounds per day. Airport located in an area that is forecasted to remain within the AQMP population forecasts; therefore, the project is consistent with the AQMP.</p>	<p>Same as the No Action. Over the long-term, projected increased use of Camarillo Airport will result in an increase in NOx emissions of 126.44 pounds per day, an increase in ROC emissions of 129.73 pounds per day and an increase in PM<sub>10</sub> emissions of 2.35 pounds per day. Airport located in an area that is forecasted to remain within the AQMP population forecasts; therefore, the project is consistent with the AQMP.</p>	<p>None required</p>	<p>Less-than-significant</p>

**Table C, continued  
Summary of Environmental Consequences and Mitigation Measures**

		Proposed Action			
Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Water Supply/Quality	Water supply needs are adequately met by on-airport wells. Sewage disposal needs are met by the City of Camarillo. Airport complies with the Clean Water Act requirements for a Section 492(p) permit (NPDES). Fueling facilities comply with EPA requirements. Airport is experiencing stormwater and groundwater infiltration into wastewater treatment lines.	Increases in potable water and wastewater treatment demands.	Same increases in potable and wastewater treatment demands. Increased runoff due to additional pavement and building surfaces. Expanded fuel farm will comply with current standards and regulations.	Should the increase in users at Camarillo Airport cause the potable water allocations to be exceeded, the Ventura County Department of Airports will contribute the required fees.  The Ventura County Department of Airports will pay its pro rata share for improvements to the water distribution system and wastewater collection system.  The Department of Airports will continue to improve the wastewater collection system to alleviate the infiltration of stormwater and groundwater.	Less-than-significant

**Table C, continued**  
**Summary of Environmental Consequences and Mitigation Measures**

		Proposed Action			
Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Historic, Architectural, Archaeological, and Cultural Resources	Limited information is available. No known cultural or historical resources are located in the Area of Potential Effect.	None	Unknown	An archaeologist will be retained to monitor all ground disturbing activities associated with the airport improvements identified in the <i>Draft Airport Master Plan Update</i> . Should resources be unearthed during construction, all construction activities in the vicinity of the find will cease until a determination can be made as to its/their significance and, if necessary, a data recovery plan be implemented. If further on-site investigation is required, all subsequent recommendations shall conform to Section 106 of the National Historic Preservation Act.	Less-than-significant
				Ventura County Department of Airports will prepare a Phase I Cultural Resources or Historic Resources Assessment prior to any new ground-disturbing construction or building demolition at Camarillo airport and submit the report to the FAA and SHPO.	

**Table C, continued**  
**Summary of Environmental Consequences and Mitigation Measures**

		Proposed Action			
Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Floodplains	Portions of Camarillo Airport are located within the 100-year floodplain associated with the Camarillo Hills Drain.	None	The helicopter training pads would be located within the existing 100-year floodplain associated with the Camarillo Hills Drain.	Because the helipads are not habitable structures and can be designed in compliance with federal, state and local laws to allow the free flow of water, no mitigation measures are required.	Less-than-significant
Construction Impacts	Not applicable	None	Potentially significant short-term air and water quality-related impacts.	Use of Ventura County Air Pollution Control District's construction-related mitigation measures.  Use of best management practices to reduce erosion, minimize sedimentation, and control non-stormwater discharges.	Less-than-significant

**Table C, continued**  
**Summary of Environmental Consequences and Mitigation Measures**

Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Proposed Action	
				Mitigation Measures	Environmental Consequences after Mitigation
<b>Issues Found Not To Be Significant</b>					
Induced Socioeconomic	The economic benefit of the airport was estimated to be \$54.6 million in gross revenues and \$44.8 million in value added.	With forecasted activity, the economic benefit of Camarillo Airport is projected to be \$70.1 million in gross revenues as \$57.5 million in value added. This is tempered by the projected increase in the cost of operational delay of \$20.7 million and the repercussion of same on the use of the airport.	With forecasted activity, the economic benefit of Camarillo Airport is projected to be \$70.1 million in gross revenues as \$57.5 million in value added. The project would reduce the cost of operational delay, both direct and indirect.	None required	Less-than-significant
U.S. Department of Transportation, Section 4(f) Lands	No Section 4(f) lands occur in the area of potential effect.	None	None	None required	No Impact

**Table C, continued**  
**Summary of Environmental Consequences and Mitigation Measures**

Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Proposed Action	
				Mitigation Measures	Environmental Consequences after Mitigation
Biotic Communities	Area around the airport is predominantly urban or agricultural. No sensitive habitat occurs.	None	None	None required	No Impact
Endangered and Threatened Species	No protected species or their habitat have been identified as occurring on airport property.	None	None	None required	No Impact
Wetlands and Waters of the U.S.	Not applicable	None	None	None required	No Impact
Coastal Zone Management	Not applicable	None	None	None required	No Impact
Coastal Barriers	Not applicable	None	None	None required	No Impact
Wild and Scenic Rivers	Not applicable	None	None	None required	No Impact
Farmland	Airport is located east and north of actively cultivated farmland.	None	Less-than-significant	None required	Less-than-significant

**Table C, continued**  
**Summary of Environmental Consequences and Mitigation Measures**

Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Proposed Action	
				Mitigation Measures	Environmental Consequences after Mitigation
Energy Supply and Natural Resources	No energy production or supply facilities are located at the airport.	Less-than-significant	Less-than-significant	None required	Less-than-significant
Light Emissions	Both landside and airside lighting is present on the airport.	None	Less-than-significant	None required	Less-than-significant
Solid Waste Impact/Disposal	Solid waste is collected by the Ventura County General Services.	Less-than-significant	Project impacts are less-than-significant	None required	Less-than-significant

**Table D**

**Summary of Cumulative Environmental Consequences and Mitigation Measures**

		Proposed Action			
Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Geologic Risks	Camarillo Fault Zone runs through airport. Camarillo Fault Trace has been identified just east of airport. Airport located within ground shaking zones A and B and portions of the airport are identified as having a moderate and high potential for liquefaction.	Same as the existing condition. Risks for ground shaking and liquefaction throughout the airport; potential risk of ground rupture along the runway alignment.	Potential risk of ground shaking and liquefaction throughout the airport. Potential risk of ground rupture in the east and west hangar areas, as well as along the runway alignment. Ground rupture in the hangar areas may result in damage to both hangars and their contents: aircraft.	No habitable structures will be located either on or within 50 feet of the Camarillo Fault.  Prior to the construction of hangars in either the east or west hangar areas, a geotechnical study will be completed to evaluate the presence of the Camarillo Fault in those areas.	Less-than-significant



Table D, continued

Summary of Cumulative Environmental Consequences and Mitigation Measures

		Proposed Action			
Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Traffic and Circulation	Average daily traffic (ADT) is 1,354 vehicle trips of which 157 occur in the a.m. peak hour and 235 in the p.m. peak hour.	In the long-term, ADT is projected to increase by 816 vehicle trips. Morning peak hour is expected to increase by 95 vehicle trips and p.m. peak hour by 142 vehicle trips.	Same as No Action. ADT in the long-term will increase by 816 vehicle trips. Morning peak hour vehicle trips will increase by 95 and p.m. peak hour vehicle trips will increase by 142.	Ventura County Department of Airports will comply with the County's and/or City's Traffic Impact Mitigation Fee Programs, as required, in order to mitigate potential traffic impacts associated with the Proposed Action. New construction projects will be evaluated on a project by project basis. At the time of application for a building permit, a project description will be submitted to the County Transportation Department and/or City Traffic Engineer to determine its potential cumulative impact to County and/or City roads. If it is determined that the proposed project will have cumulative impacts, the Director of Airports and a County and/or City representative will determine the appropriate fee needed to mitigate the project impact.	Less-than-significant

**Table D, continued**  
**Summary of Cumulative Environmental Consequences and Mitigation Measures**

Proposed Action					
Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Air Quality	Region is in federal and state non-attainment for ozone and state non-attainment for ozone and PM <sub>10</sub> . Airport (including aircraft, ground support equipment, stationary sources, and vehicle traffic) currently emits 215.13 pounds per day of NOx, 304.23 pounds per day of ROC, and 3.56 pounds per day of PM <sub>10</sub> .	<del>Deterministic</del> : Over the long-term, airport NOx emissions are projected to increase by 126.44 pounds per day, ROC emissions are projected to increase by 129.73 pounds per day, and PM10 emissions are projected to increase by 2.35 pounds per day. Increase in emissions associated with airport activity would occur within the region, regardless of improvements to Camarillo Airport. Emissions associated solely with increased vehicle trips fall within the APCD thresholds and are also <del>deterministic less-than-significant</del> (i.e., increase in NOx emissions of 1.35 pounds per day, a decrease in ROC emissions of 6.7 pounds per day, and an increase in PM <sub>10</sub> emissions of 0.81 pounds per day).	<del>Deterministic</del> : Same as No Action. Increase in emissions associated with airport activity would occur within the region, regardless of improvements to Camarillo Airport. Emissions associated solely with increased vehicle trips fall within the APCD thresholds and are also <del>deterministic less-than-significant</del> .	None required.	<del>Deterministic Less-than-significant</del>

**Table D, continued**  
**Summary of Cumulative Environmental Consequences and Mitigation Measures**

		Proposed Action			
Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Water Supply/Quality	Water supply needs are adequately met by on-airport wells. Wastewater disposal needs are adequately met by the City of Camarillo.	Increases in potable water and wastewater treatment demands.	Increases in potable water and wastewater treatment demands.	Should the increase in users at Camarillo Airport cause the potable water allocations to be exceeded, the Ventura County Department of Airports will contribute the required fees, as appropriate.  The Ventura County Department of Airports will pay its pro rata share for improvements to the water distribution system and wastewater collections system.  The Ventura County Department of Airports will continue to improve the wastewater collection system to alleviate the infiltration of stormwater and groundwater.	Less-than-significant.

**Table D, continued  
Summary of Cumulative Environmental Consequences and Mitigation Measures**

		Proposed Action			
Environmental Category	Existing Condition	Environmental Consequences of the No Action Alternative	Environmental Consequences of the Proposed Action Alternative	Mitigation Measures	Environmental Consequences after Mitigation
Solid Waste Impact/Disposal	Solid waste is collected by the Ventura County General Services Agency.	A slight increase in the demand for solid waste disposal facilities as a result of the increased demand for the airport	A slight increase in the demand for solid waste disposal facilities as a result of the increased demand for the airport.	Compliance with Ventura County's Source Reduction and Recycling Element. Specifically, (1) diverting construction and demolition debris from the waste stream, to the extent feasible, (2) allocating interior and exterior storage space for recycling containers, and (3) incorporating xeriscaping and low growth vegetation into project plans to the fullest extent practical.	Less-than-significant

## **Chapter One**

### **PURPOSE AND NEED/ PROJECT DESCRIPTION**

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It is the objective of this chapter to describe the environmental process under which this document was prepared; provide a description of the proposed project; and identify the purpose, need, and overall objectives of the proposed project.

### **INTRODUCTION/ DESCRIPTION OF ENVIRONMENTAL PROCESS**

The County of Ventura has prepared an update to the existing Master Plan for Camarillo Airport. This plan recommends a number of specific short-term improvements/actions to be implemented over the next five (5) years. It also includes long-term projects which, should use of the airport warrant them, would be developed over the next twenty years. These actions require compliance with local, state and federal environmental statutes.

Pursuant to the Council on Environmental Quality (CEQ) *Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act*, Part 1506.2, this Environmental Assessment (EA)/Environmental Impact Report (EIR) document has been designed to satisfy the requirements of the *National Environmental Policy Act of 1969 (NEPA)*, as amended, the *California Environmental Quality Act (CEQA)* of 1970, and the *County of Ventura, Administrative Supplement*

to State CEQA Guidelines of 1994. The Federal Aviation Administration (FAA) is the *lead federal agency* for NEPA compliance; the County of Ventura is the *lead agency* for CEQA compliance.

## APPROACH

### Organization and Terminology

Because this project is subject to both CEQA and NEPA review, a joint-document has been prepared. In response to CEQA Section 15226, which advises state and local agencies to “cooperate with federal agencies to the fullest extent possible to reduce duplication,” the organization of this EA/EIR document complies with NEPA requirements, as defined by the FAA in *Order 5050.4A*. **Table 1A, Document Organization**, identifies the locations within this document of both NEPA and CEQA required material.

<b>TABLE 1A Document Organization</b>		
<b>Section</b>	<b>NEPA Requirements</b>	<b>CEQA Requirements</b>
Summary	N/A	Summary of discussion contained in the Draft EA/EIR
Table of Contents	Table of Contents	Table of Contents
Chapter One	Purpose and need for project, identification of proposed federal action	Project description, identification of environmentally superior alternative, required approvals and permits
Chapter Two	Alternatives, including No Action	Alternatives, including No Project (e.g., No Action)
Chapter Three	Affected environment	Environmental setting
Chapter Four	Existing condition, environmental consequences of all prudent and feasible alternatives and the No Action alternative, mitigation measures	Environmental setting, environmental consequences, mitigation measures
Chapter Five	Other considerations	Consistency with local plans, areas of known controversy on environmental grounds
Chapter Six	Cumulative impacts, irreversible commitment of resources	Cumulative impacts, irreversible commitment of resources, and growth inducing impacts
Chapter Seven	Preparers	Preparers
Appendices	Agencies contacted, correspondence received, Airport Layout Plan, land use assurance letter, public hearing documentation	Initial Study, correspondence received, public hearing documentation

Typically, in a joint effort, a CEQA Initial Study is paired with a NEPA Environmental Assessment (EA) and a CEQA Environmental Impact Report (EIR) is paired with a NEPA Environmental Impact Statement (EIS). This pairing, however, is inconsistent with FAA guidelines for NEPA documentation which generally pairs an Initial Study with a Categorical Exclusion. For this reason, this joint-document reflects a pairing of a NEPA EA with a CEQA EIR.

Along with the format, this document also utilizes NEPA terminology regarding the environmentally preferred alternative. As with CEQA's definition of the term "project," a NEPA "action" represents a policy, rule, regulation, plan, program, or specific project requiring permits or regulatory decisions. Throughout this document, the environmentally preferred alternative (proposed project in CEQA terms) is referred to as the Proposed Action and the no project is referred to as the No Action.

### **Environmental Analysis**

To comply with both NEPA and CEQA requirements, two different threshold criteria are used in this document to determine the impacts of the Proposed Actions. As required by the FAA of all NEPA-related documents, the environmental analysis included in this document provides a comparison of the impacts of the Proposed Action (future year with implementation of the proposed project) with those of the No Action alternative (future year without implementation of the Proposed Action). In accordance with CEQA Guidelines, CEQA impacts are determined based on a comparison of the Proposed Action to the existing condition, or environmental setting (Section 15125).

The NEPA approach recognizes that Camarillo Airport is an existing aviation facility and will continue to operate regardless of whether any of the identified projects are constructed or implemented. It is also reasonable to expect that the use of the airport will continue to increase over the next 20 years by private aircraft operators, as population and economic growth continues in the area.

The CEQA approach evaluates the change from the existing, or baseline, physical conditions to allow for an understanding of how the local environment will change over the long-term. This evaluation considers all phases of the project, including planning, acquisition, development, and operations. The impact of all of these phases represents the "project impacts". CEQA also requires an evaluation of the cumulative impacts, which refers to the incremental effects of the project which may be individually less-than-significant, but taken as a whole (along with impacts from other projects in the area) may be cumulatively considerable, and growth-inducing impacts, which refers to economic and/or population growth which is directly or indirectly associated with the project.

Project impacts of the Proposed Action are discussed in **Chapter Four**. These impacts are evaluated under both the NEPA and CEQA requirements. Where appropriate, mitigation measures are provided. Cumulative impacts are discussed both in **Chapter Four** and in **Chapter Six**. Again, where appropriate, mitigation measures are provided in **Chapter Four**. Growth-inducing impacts are discussed in **Chapter Six**.

## Program EIR

This EA/EIR has been designed to serve as a Program EIR under CEQA (Section 15168). Under this approach, the EA/EIR is prepared on a series of actions defined in the *Draft Camarillo Airport Master Plan Update* which are (a) related to each other geographically, (b) represent logical parts in a chain of contemplated actions, (c) represent connected parts of a continuing program, and (d) are carried out under the same authorizing statute or regulatory authority and have similar environmental impacts that can be mitigated in similar ways. The advantages of this approach are that the County of Ventura can consider the cumulative effects of the 20-year plan and allow for consideration of airport-wide policy alternatives and mitigation measures early in the development and planning process.

This approach is particularly relevant because the *Draft Camarillo Airport Master Plan Update* is designed and intended to be used as a demand-based document. This means that improvements identified in the report and included in the Proposed Action would only be developed or implemented when operations, enplanements, or other activity at Camarillo Airport warrants them. Because of the long-term nature of the document, actual design and location of various improvements are subject to modification as a result of changing conditions at the Airport. A Program EIR allows the County to evaluate subsequent improvement plans to determine whether they are in keeping with the original plan and projected environmental effects, or whether additional environmental analysis will be necessary.

## DRAFT AIRPORT MASTER PLAN

The *Draft Airport Master Plan for Camarillo Airport* was completed in August 1996. It reflects the process of estimating the demand for services at Camarillo Airport, the ability of existing facilities to accommodate that demand, and (where facilities are not adequate) consideration of alternative development/improvement plans to meet that demand. Following this analysis, the document provides the recommended strategy for improving the airport facility, as illustrated on the Airport Layout Plan (ALP) Set and the Capital Improvement Program. These last two sections reflect the heart of the *Airport Master Plan* as they provide the direction for the Airport Sponsor in the location, design and timing of improvements at the airport facility. For that reason, they also reflect the Proposed Action, discussed later in this chapter.

The following subsections summarize the analysis included in the *Draft Airport Master Plan* which identified future aviation demand and facility requirements. For a discussion of the existing facilities at Camarillo Airport, refer to **Chapter Three, Affected Environment**. For a discussion of the alternatives identified in the *Draft Airport Master Plan*, refer to **Chapter Two, Alternatives**.



## AVIATION FORECASTS

The proper planning of an airport begins with a definition of the demand that may occur over a specific period. At general aviation airports, demand is reflected by the number of based aircraft and aircraft operations. Demand forecasts are developed by reviewing and updating previous forecasts prepared by various agencies. These forecasts are both aviation-related and socioeconomic in nature (e.g., income, population, employment). Forecasts for Camarillo Airport were developed for general aviation, air taxi, and military users.

The primary objective of an aviation forecasting effort is to define the magnitude of change that can be expected over time. Because of the cyclical nature of the economy, it is virtually impossible to predict with certainty year-to-year fluctuations in activity when looking twenty years into the future. Trends, however, can be established which identify long-term growth potential. While a single line is often used to express anticipated growth, actual growth is expected to fluctuate above and below this line.

Since the development of these forecasts, the Southern California Association of Governments (SCAG), has revised their socioeconomic forecasts slightly downward for the region. The long-term aviation demand forecasts for Camarillo Airport and included in the *Draft Camarillo Airport Master Plan Update*, remain unchanged, however, because they are used here as a planning tool and only represent an estimate of operations in a given year.

### General Aviation

General aviation is defined as that portion of civil aviation which encompasses all facets of aircraft activity except commercial operations. It includes training operations, business use, and the private flyer. Forecasts for this activity are divided into based aircraft, based aircraft fleet mix, and annual operations. Based aircraft are those which are "stationed" at Camarillo Airport. They may use other airports periodically or on a transient basis, but are primarily parked at Camarillo Airport. Based aircraft fleet mix describes the types of aircraft that are expected to be "stationed" at Camarillo Airport, from single-engine piston to turbojet to helicopter. Operations are those arrivals and departures of general aviation aircraft. General aviation operations are generally divided into itinerant (e.g., operations performed by an aircraft with a specific origin or destination away from the airport) and local (e.g., training flights).

**Based Aircraft.** The number of based aircraft is usually the most basic indicator of general aviation demand at an airport such as Camarillo Airport. It is used to determine the need for general aviation facilities such as hangars and fuel supply. Information considered in developing the forecasts for based aircraft include an evaluation of historical levels of based aircraft at Camarillo Airport (580 in 1994) and of aircraft ownership in Ventura County (registered aircraft in Ventura County has increased from 2.6 percent of the active aircraft in the FAA's Western Pacific Region in 1983 to 3.6 percent in 1994), and socioeconomic factors. A series of statistical analysis were then prepared.

The results of the based aircraft forecasts prepared for Camarillo Airport are demand levels of 640 aircraft in the short-term and 890 aircraft in the long-term.

**Based Aircraft Fleet Mix.** The types of based aircraft are used to properly size airport facilities. Aircraft with larger wing spans require wider runways/taxiways/taxilanes, greater separation between runways/taxiways/taxilanes, and larger hangar facilities. Heavier aircraft require greater pavement strengths. On a national level, the overall trend is towards a higher percentage of larger, more sophisticated aircraft.

The results of the based aircraft fleet mix forecast for Camarillo Airport, as included in the *Draft Camarillo Airport Master Plan*, is illustrated on **Table 1B, Based Aircraft Fleet Mix**.

<b>TABLE 1B</b>						
<b>Based Aircraft Fleet Mix</b>						
	<b>Piston</b>		<b>Turbine</b>			
<b>Year</b>	<b>Single Engine</b>	<b>Multi-Engine</b>	<b>Turboprop</b>	<b>Jet</b>	<b>Rotor</b>	<b>Total</b>
<b>Actual</b>						
1994	528	45	1	0	6	580
<b>Forecast</b>						
Short-term	576	50	4	1	9	640
Long-term	785	75	10	4	16	890
Source: <i>Draft Airport Master Plan Update for Camarillo Airport, 1996.</i>						

**General Aviation Operations.** Numbers of general aviation operations are most commonly used to determine the need for additional airfield facilities, such as a parallel runway. Historical operations levels were evaluated at Camarillo Airport as part of the forecasting effort, as well as FAA forecasts. Historical operations at Camarillo include a high of 210,624 in 1991 and a low of 176,331 in 1993.

The results of the general aviation operations forecasts for Camarillo Airport are: 210,000 in the short-term and 300,000 in the long-term. Local operations are forecast to continue to represent 56 percent of total general aviation operations.

### **Air Taxi**

Air taxi activity at Camarillo Airport is independently reported by the airport traffic control tower. At Camarillo Airport it includes passenger for-hire general aviation operations. In 1994, air taxi operations totaled 2,025.

The results of the air taxi operations forecasts for Camarillo Airport are 2,300 in the short-term and 3,300 in the long-term.

## Military

Annual operations by military aircraft accounts for the smallest portion of total activity at Camarillo Airport. In 1994, there were less than 2,597 military operations at Camarillo. According to the *Draft Airport Master Plan Update*, there are no planned changes that would significantly alter this use of the facility.

Annual military operations forecasts at Camarillo Airport are expected to remain at 2,500 operations throughout the planning period.

## Forecasts Summary

**Table 1C, Forecasts Summary**, provides an overview of the demand forecasts identified in the *Draft Airport Master Plan Update*.

	Forecasts		
	1994	Short-term	Long-term
Annual Operations			
General Aviation	186,228	210,000	300,000
Air Taxi	2,025	2,300	3,300
Military	2,597	2,500	2,500
<b>Total</b>	<b>190,850</b>	<b>214,800</b>	<b>305,800</b>
Based Aircraft	580	640	890

Source: *Draft Airport Master Plan Update for Camarillo Airport, 1996*

## AIRFIELD DEMAND CAPACITY

Capacity and delay at Camarillo Airport, assuming the forecasted activity levels, were calculated using *FAA Advisory Circular 150/5060-5, Airport Capacity and Delay*. The purpose of this analysis was to determine the adequacy of the existing airfield system to accommodate future demand by calculating the existing systems "capacity", represented by its Annual Service Volume (ASV), and estimating total delay. The capacity of an airport is affected by several factors, including airfield layout, meteorological conditions, aircraft mix, runway use, percent arrivals, percent touch-and-go's, and exit taxiway locations. An airport can exceed its identified ASV; however, delays at these airports are generally considered excessive.

In 1994, Camarillo Airport accommodated 190,850 aircraft arrivals and departures and had an ASV of 211,000 operations, indicating that the airport operated at 90 percent of its ASV. ASV is calculated based on an evaluation of an airport's weighted hourly capacity (which reflects the

average capacity of the airfield considering all weather conditions) and its demand (the number of operations during specific periods of time: peak hour, average day, and peak month). When compared with an airport's operations information, ASV provides information regarding the airport's potential for operational delays which, in turn, identifies the need for capacity-enhancing facility improvements.

According to the operational forecasts included in the *Draft Airport Master Plan Update*, Camarillo Airport is expected to exceed the airport's ASV within the long-range planning horizon. Aircraft operations in excess of the ASV may result in significant delays, which ultimately increase travel time and costs. When an airport's operations increase, delay increases exponentially. As shown in **Table 1D, Demand/Capacity Summary**, annual delay at Camarillo Airport is currently estimated at 1,909 hours. If improvements are not made to accommodate the projected increase in demand, annual delay at Camarillo Airport can be expected to reach 28,032 hours per year over the next twenty years. It should be noted that many airports operate with even greater delays, so this is not expected to significantly change the aviation demand forecasts.

<b>TABLE 1D Demand/Capacity Summary Camarillo Airport</b>				
<b>Planning Horizons</b>	<b>Annual Operations</b>	<b>Annual Service Volume</b>	<b>Average Delay Per Operation (minute)</b>	<b>Total Annual Delay (hours)</b>
1994	190,850	211,000	0.6	1,909
Short-term	214,800	212,000	0.9	3,222
Long-term	305,800	230,000	5.5	28,032

## **FACILITY REQUIREMENTS**

Airport facility requirements are derived from an analysis of the forecasts and the existing facilities. For example, there is an accepted correlation between the size and number of aircraft expected to use an airport and the design of the airfield system. Airports which accommodate larger jets generally require longer, wider runways with greater pavement strength, and greater separation between the runways and taxiways. Airports which have high numbers of jets and propeller operations may require a parallel runway system to separate the traffic. The same is also true of landside facilities. The greater the number of based aircraft, the greater the size of aircraft parking apron and/or number of hangars is needed.

The following sections summarize the facility requirement analysis presented in the *Draft Airport Master Plan Update* for Camarillo Airport.

## **Airfield Facility Requirements**

***Runway/Taxiway System.*** No change to the existing runway orientation, length, width, or pavement strength is needed to accommodate the forecasted fleet mix.

Airfield capacity improvements are usually identified when an airport is projected to meet or exceed 60 percent of its annual service volume. Capacity improvements generally take the form of parallel runway and/or taxiway improvements (including parallel, high-speed exit, and connecting taxiways). Parallel runways are most effective at reducing in-air delays and taxiway improvements reduce ground taxi delays. The intention of the capacity improvements is generally two-fold: (1) to land arriving aircraft and move them off the runway as efficiently as possible to allow other aircraft to use the runway system and (2) to get departing aircraft from the apron into the air with minimal ground taxi delays.

Because Camarillo Airport is already at 90 percent of its ASV and is projected to be at 132 percent in the long-term, capacity improvements were identified and evaluated as part of the *Draft Airport Master Plan Update*. A parallel runway was identified in the master planning process to reduce operational delays at the airport. While this runway was used to locate other airside and landside improvements, the report does not provide for its construction in the next 20-years; therefore, it is not evaluated as part of this environmental document.

Several taxiway improvements were identified. Many of these would increase operational safety and capacity. The primary taxiway improvements proposed in the *Draft Airport Master Plan Update* include construction of a new parallel taxiway to serve Runway 8-26 and a new parallel terminal access taxiway. This new taxiway would provide for dual taxiway access to the airfield (e.g., one parallel taxiway would be used for west-bound and the other for east-bound taxiing aircraft).

Construction of a parallel terminal access taxiway is designed to provide a similar benefit for aircraft taxiing between the terminal area and the airfield system. The new, parallel terminal access taxiway would alleviate the existing "bottleneck" condition experienced near the aircraft parking apron area. The *Draft Airport Master Plan Update* identifies that the provision of dual taxi access for both the runway system and terminal area will enhance the operational efficiency of the single-runway facility.

***Helicopter Operations Area.*** The airport currently bases several helicopters, several of which are operated by the Ventura County Sheriff's Department Search and Rescue Unit. The airport once based a large helicopter training facility. There is an inherent airspace conflict posed by large numbers of helicopter and fixed-wing aircraft operations operating in the same pattern. To accommodate increased operations by and enhance safety for both classes of aircraft, the construction of two helipads on the northwest side of the airfield was identified. These pads would accommodate helicopter pilot training and autorotations only; they are not intended to support additional landside facilities.

**Navigational Aids and Lighting.** Camarillo Airport is closed due to inclement weather approximately 6.5 percent of the year. In 1994 there were an estimated 1,900-plus instrument approaches into Camarillo Airport; this is expected to increase to 2,300 over the short-term and 4,100 over the long-term. The Facility Requirements Chapter of the *Draft Airport Master Plan Update* identified the need to improve the instrument approaches to Camarillo Airport, allowing the airport to remain open longer. This would be accomplished by lowering the approach minimums (visibility and cloud ceiling heights) in order to better accommodate these users. A GPS Category I (CAT I) approach (one-half mile visibility minimums and 200-foot cloud ceilings) was recommended for Runway 26. In order to accommodate CAT I minimums, installation of a medium intensity approach lighting system with runway alignment lights (MALSR) is required. The approach to Runway 8 is proposed to be upgraded from visual to nonprecision, also using GPS technology. GPS refers to the Global Positioning System of satellites which allows pilots to navigate using their relationship between three or more known points, in this case satellites. The system was originally developed for military use, but has been made available for public use, as well.

Currently, both ends of Runway 8-26 are equipped with two-box precision approach path indicators (PAPI-2). The plan recommends upgrading these facilities to four-box units to better accommodate corporate aircraft approaches.

### **Landside Facility Requirements**

**General Aviation Hangars.** The space required for hangar facilities is dependent upon the number and type of aircraft expected to be based at the airport and an analysis of the existing facilities and demand at the airport (e.g., including waiting lists for hangars). Many aircraft owners, particularly in the Camarillo area, prefer to house their aircraft in hangars because they are more secure than tie-downs.

**Table 1E, T-Hangar and Conventional Hangar Area Facility Requirements,** provides a summary of the hangar facility requirements described in the *Draft Airport Master Plan Update* for Camarillo Airport. These estimates assume (1) the principal users of conventional hangars are for large aircraft storage, storage during maintenance, and for housing fixed base operator activities; (2) executive hangars accommodate new businesses locating in the Camarillo area; and (3) in excess of 75 percent of based aircraft owners will prefer to hangar their aircraft as opposed to tying them down on an apron.

It is important to note that these numbers do not correspond directly with the Proposed Action. Through the subsequent elements of the master planning process, specifically the alternatives analysis and the finalization of the Draft Airport Layout Plan, the distribution of hangars did change. The plan also called for the relocation of several port-a-port hangars lined on the terminal access taxiway. Implementation of the Proposed Action would result in the construction of 155 T-hangars, 74 executive hangars, two corporate hangar parcels, and three conventional hangars (approximately 30 aircraft positions).

	Existing	Short-term	Long-term
Based Aircraft	580	640	890
Aircraft to be Hangared	431	485	687
Aircraft to Utilize Tiedowns	149	155	203
Hangar Positions:			
T-Hangar Positions	173	236	328
Executive Hangar Positions	119	144	205
Conventional Hangar Positions	110	105	154

Note: These numbers do not correspond with the Proposed Action.  
Source: Table 4C, Alternatives Chapter, *Draft Airport Master Plan Update, 1996.*

**Aircraft Parking Apron.** An aircraft parking apron is generally provided for at least the number of locally-based aircraft that are not stored in hangars, as well as transient aircraft. *FAA Advisory Circular, 150/5300-13, Airport Design*, provides a methodology by which apron requirements can be determined from knowledge of busy-day operations. **Table 1F, Aircraft Parking Apron Requirements**, summarizes the results of this analysis, as provided in the *Draft Airport Master Plan Update*.

	Existing	Short-term	Long-term
Locally Based Aircraft Apron			
Based Aircraft Positions	149	155	203
Apron Area (square yards)	44,400	46,500	61,200
Itinerant Aircraft Apron			
Busy Day Itinerant Operations	332	362	532
Itinerant Aircraft Positions	58	63	93
Apron Area (square yards)	20,900	22,800	33,500
Total Aircraft Apron Positions	211 <sup>1</sup>	218	296
Total Apron Area (square yards)	63,300 <sup>1</sup>	69,300	94,700

Note: <sup>1</sup> These reflect the available number of tiedown positions and apron area.  
Source: Tables 4C and 4D, Facility Requirements Chapter, *Draft Airport Master Plan Update, 1996.*

As indicated, the short- and long-term demand levels are projected to exceed the existing tiedown facilities at Camarillo Airport, indicating a need for more ramp space and tiedown positions.

**General Aviation Terminal Facilities.** General aviation terminal facilities have several functions including passenger waiting, pilot's lounge, flight planning, concessions, management, storage, and other needs. This space is not necessarily limited to a single, separate terminal building, but also

includes the space offered by fixed base operators (FBOs) for these functions and services. According to the *Draft Airport Master Plan Update*, 15,800 square feet of general aviation terminal area facilities are required over the long-term. Approximately 30,000 square feet is currently available and is provided by the numerous aviation businesses on the airport.

It was identified that the County could better serve the itinerant passengers with one consolidated facility, as opposed to several smaller ones. This facility could also house airport administration offices. The Ventura County Department of Airports currently operates out of the second story of a building located south of the flight-line businesses, on Airport Way.

### **Aviation Support Facilities**

Additional airport facilities serve a support function for either the landside and/or the airside facilities. These include airport access and vehicle parking, aircraft rescue and firefighting facilities, and fuel storage.

***Airport Access and Vehicle Parking.*** Access to Camarillo Airport is available from Pleasant Valley Road, a two-lane roadway on the south side of the airport. On-airport access is provided by a network of two-lane roads. The evaluation in the *Draft Airport Master Plan Update* indicates that the roadway system will be adequate for the planning period.

Vehicle parking demands were estimated based on an evaluation of the existing airport use and industry standards. General aviation parking spaces were estimated by multiplying the design hour itinerant passenger by the industry standard of 1.8. There are currently 140 parking spaces at Camarillo Airport. Over the short-term, 160 spaces are required to meet demand; over the long-term, the demand is increased to 240 spaces.

***Fuel Storage.*** Fuel storage at Camarillo Airport is provided by the FBOs. The Facility Requirements chapter of the *Draft Airport Master Plan Update* noted that fuel storage requirements are dependent upon the distributors to the FBO's and are outside the control of airport management. Recent federal laws regarding fuel storage tanks, however, required the replacement of underground storage tanks with above ground tanks. The Ventura County Department of Airports has subsequently developed a consolidated fuel farm site consisting of above ground tanks, in compliance with the requirement.

## **PROPOSED ACTION**

As previously indicated, the Proposed Action reflects the implementation portion of the *Draft Airport Master Plan Update for Camarillo Airport*. Specifically, it includes the Airport Layout Plan and the Capital Improvement Program (Chapters 6 and 7 of the *Draft Airport Master Plan Update*.)



## PROPOSED CEQA ACTION

The proposed CEQA action is to provide environmental clearance for the implementation of the 20-year development program at Camarillo Airport, as described in the *Draft Airport Master Plan Update* and as summarized in **Table IG, Proposed Action: Improvement Schedule**, and illustrated on **Exhibit 1A, Proposed Action**. CEQA applies to projects where a governmental agency has discretionary power to carry out or approve a project; the agency with this responsibility is considered the *Lead Agency*. For this project, the Ventura County Department of Airports is the *Lead Agency* under CEQA and the County Board of Supervisors will be responsible for certifying the EIR element of this document and approving the *Draft Airport Master Plan Update*, including its identified improvement program.

The EA/EIR will also be used as an informational document by Responsible and Concerned Agencies and the public. Responsible agencies are all public agencies, other than the Lead Agency, which have discretionary approval power over the project. These include all permitting departments of Ventura County and the City of Camarillo. As required by the *Ventura County CEQA Administrative Supplement*, this draft document will first be reviewed by the Ventura County Environmental Report Review Committee (ERRC). After the Public Hearing, ERRC will make a recommendation to the Board of Supervisors regarding certification of the EIR portion of this document. The Ventura County Transportation Commission and Southern California Association of Governments serve as other concerned public/local agencies which may use the EA/EIR for environmental information, but which have no decision-making authority over airport projects and are, therefore, not considered *Responsible Agencies* under CEQA.

## PROPOSED FEDERAL ACTION

While this EA/EIR document addresses environmental consequences of implementing the *Draft Airport Master Plan Update* in its entirety, Ventura County specifically requests federal environmental approval of those projects/actions that would be implemented in the first stage of the planning period. Pursuant to Section 102 of *FAA Order 5050.4A*, federal environmental documentation is assumed to be valid for only the first three to five years of proposed development; therefore, projects scheduled for beyond that period need subsequent consideration under federal guidelines. Projects which have been identified as occurring in the short-term are listed in **Table IG** and are illustrated on **Exhibit 1A**.

**TABLE 1G****Proposed Action: Improvement Schedule****Short-term Improvements — NEPA and CEQA Projects****1998 Improvements**

- Overlay, stripe, and mark Taxiways A and D
- Slurry, crack fill, and mark east and west ramps
- Add asphalt concrete cap to existing access road
- Perimeter security fencing, lighting, and signage
- Site preparation and paving for hangar in central hangar development area
- Prepare consolidated fuel farm site

**1999 Improvements**

- Clean and rehabilitate storm drainage system
- Construct 42 T-hangars and relocate 35 port-a-port hangars
- Reconstruct road south of the central hangar area
- Extend perimeter fence around central hangar area

**2000 Improvements**

- Reconstruct ramp east of CAF leasehold
- Construct taxiway parallel to east ramp with marking and lighting

**2001 Improvements**

- Overlay, mark, and stripe Runway 8-26
- Slurry seal and mark all ramps

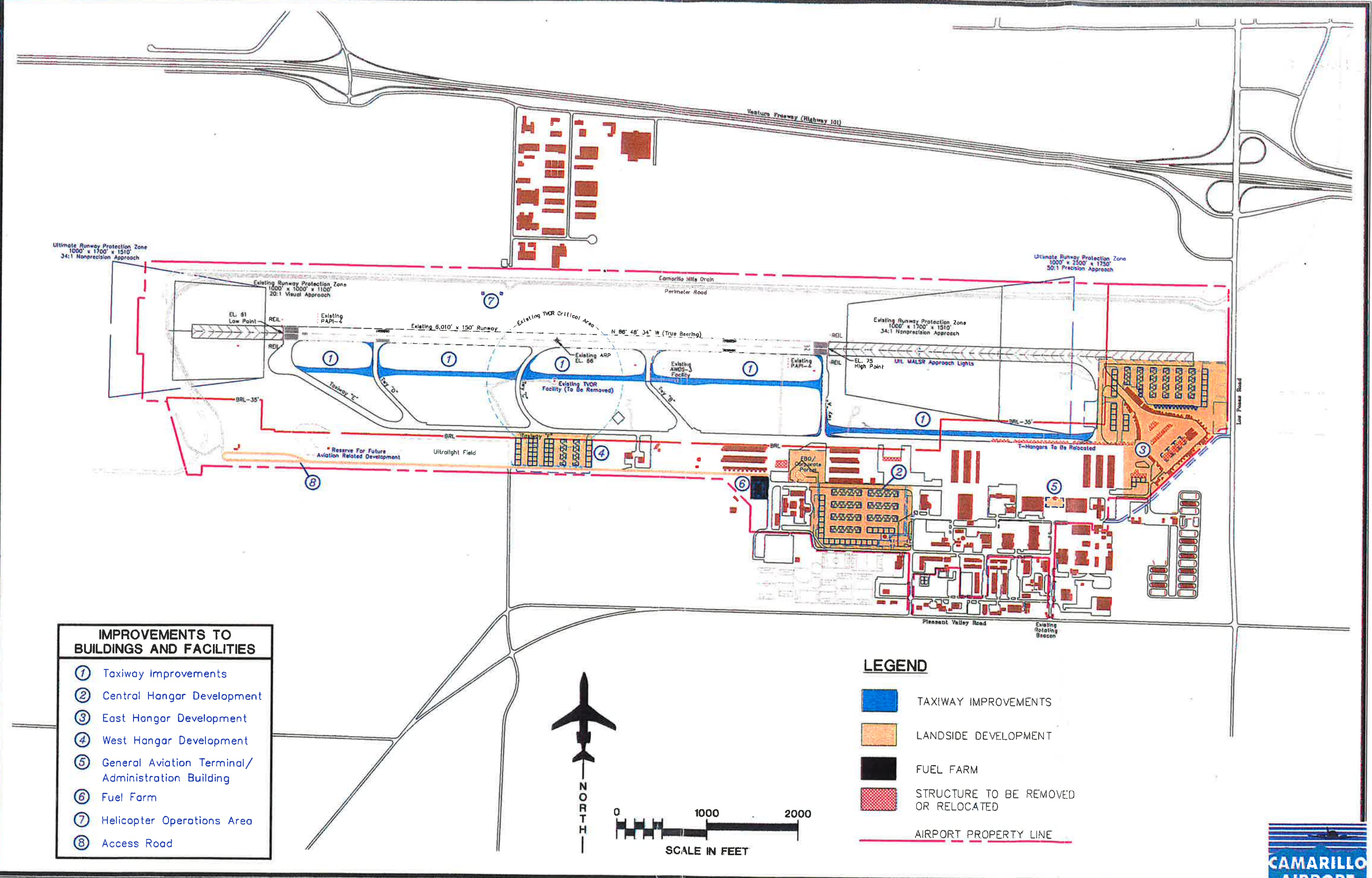
**2002 Improvements**

- Construct parallel taxiway to Runway 8-26 - Phase I
- Construct ramp with security lighting
- Replace rotating beacon with tower, electricity, and controls
- Extend access road/fire protection west
- Construct 21 T-hangars
- Construct 23 executive hangars (privately funded)

**Long-term Improvements — Additional CEQA Projects**

- Improve safety areas and drainage for Runway 8-26
- Slurry seal and mark runway and taxiways
- Construct general aviation terminal/administration building
- Construct parallel taxiway to Runway 8-26 - Phase II and III
- Install MALSR on Runway 26
- Site preparation and pave access taxiway for west hangar development
- Rehabilitate and in-fill east parking apron
- Pave perimeter service road
- Site preparation and pave east hangar development area
- Construct 92 T-hangars and relocate 17 port-a-ports
- Construct 58 executive hangars and 3 conventional hangars (privately funded)
- Construct parking apron (10,000 square yards)
- Construct helicopter operations area on north side of runway

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- IMPROVEMENTS TO BUILDINGS AND FACILITIES**
- ① Taxiway Improvements
  - ② Central Hangar Development
  - ③ East Hangar Development
  - ④ West Hangar Development
  - ⑤ General Aviation Terminal/ Administration Building
  - ⑥ Fuel Farm
  - ⑦ Helicopter Operations Area
  - ⑧ Access Road



**LEGEND**

- TAXIWAY IMPROVEMENTS
- LANDSIDE DEVELOPMENT
- FUEL FARM
- STRUCTURE TO BE REMOVED OR RELOCATED
- AIRPORT PROPERTY LINE





## **PURPOSE AND NEED FOR PROPOSED ACTION**

Two overall objectives constitute the primary purpose and need for the Proposed Action, as follows.

- To enhance safety and security.
- To efficiently accommodate projected future demand for aviation services within the Camarillo Airport service area.

### **OBJECTIVE ONE: ENHANCE SAFETY AND SECURITY**

Safety improvements included in the Proposed Action focus on preserving and improving compliance with the FAA design standards. *FAA Order 5190.6A, Airport Compliance Requirements*, specifies that airports accepting and receiving Federal grant funds comply with FAA requirements to ensure safe and properly maintained airports that are operated in a manner which protects the public's interest and investment. Most of the FAA's design standards are specified in *FAA Advisory Circular 150/5300-13, Airport Design*.

Due to the relationship between the airfield and the landside facilities at Camarillo Airport, there is frequent opportunity for aircraft to be placed in a head-to-head position on the taxiways, with one aircraft desiring to taxi east and the other west. This conflict results in capacity constraints and potential safety concerns.

Aircraft circulation in the terminal is also a concern. Aircraft taxi operations in the east ramp area are basically afforded one-way in and one-way out creating a bottleneck situation. Furthermore, several port-a-port hangars are lined along the northern edge of the east aircraft parking apron. The location of these facilities hinders two-way circulation and restricts the movement of aircraft with wide wingspans. Two-way aircraft circulation is needed to enhance safety for taxiing aircraft.

Camarillo Airport's traffic pattern is on the south-side of the airport, regardless of which runway end is in use. (Note: The standard pattern is on the left side of the active runway, indicating that, typically, the pattern would be on the north side of an east-west runway when aircraft are arriving from the east and on the south side when aircraft are arriving from the west.) Rotorcraft, which utilize helipads, maintain a traffic pattern which does not cross over the airfield. At Camarillo, since the helipads and landside facilities are all located on the south side of the airport, so is the rotorcraft traffic pattern. As rotorcraft activity increases, and particularly if a helicopter training facility relocates to the airport, the rotorcraft pattern may conflict with the fixed-wing aircraft pattern, causing the latter to lengthen and widen to increase the separations. To maintain these operations close in to the airport, it will be necessary to safely locate some of the rotorcraft operations to the north side of the airfield. Because of the presence of the drain and the unavailability of landside facilities on the north side, it is most feasible to relocate rotorcraft training operations to the north side, through the development of helipads for practice touch-and-go landings. This would enhance

operational safety of the airport and keep the fixed-wing traffic pattern closer to the airport than would otherwise be possible.

According to the *Draft Airport Master Plan Update*, Camarillo Airport is closed due to inclement weather approximately 6.5 percent of the year, even with the nonprecision approach capabilities the airport currently has. The provision of a precision instrument approach meeting Category I criteria related to cloud ceiling and visibility, would allow the airport to remain open longer and would allow more aircraft to land safely during these periods of low visibility.

Due to the nature of aviation, airport security is also an important issue. Fencing and lighting are needed to maintain a safe and secure facility.

## **OBJECTIVE TWO: ACCOMMODATE FUTURE AVIATION DEMAND**

The analysis included in the *Draft Airport Master Plan Update* for Camarillo Airport indicated that the ability to get aircraft on to and off of the airfield as efficiently and effectively as possible would facilitate the airport's efficient accommodation of operations and minimize delay. Based on the operations forecasts, Runway 8-26 (with a length of 6,010 feet, width of 150 feet, and pavement strength of 115,000 pounds dual wheel loading) meets both the existing and future projected aviation demands at Camarillo Airport. The *Draft Airport Master Plan Update* does not identify a need to extend or strengthen the existing runway.

In addition to the demand for airside facilities, an increase in the demand for landside facilities is also expected. This demand is primarily for aircraft storage and general aviation passenger accommodations. Based aircraft at Camarillo Airport are expected to increase from the existing 580 to 640 in the short-term and 890 in the long-term (see previous discussion). Per the *Draft Airport Master Plan Update*, an increase in based aircraft is dependent on the aircraft ownership interests of the local population and the airport's role within the regional transportation system. Given the congestion at other airports in the greater Los Angeles area, Camarillo Airport is significantly more attractive to pilots and aircraft owners who live or work in the Camarillo area. These aircraft will need to be accommodated through the provision of hangars and/or tiedowns.

## **DESCRIPTION OF PROPOSED IMPROVEMENTS**

The proposed improvements, as illustrated on **Exhibit 1A**, are divided into two sections: airside and landside. Both the airside and landside improvements are then further categorized as short-term projects (those anticipated to occur over the next five years) and long-term projects (those anticipated to occur between six and twenty years). Short-term projects will be evaluated under both NEPA and CEQA. Those projects which are anticipated to occur in the long-term will be evaluated for CEQA certification only. As indicated previously, those projects anticipated to occur during the long-term may require additional NEPA approval prior to their implementation.

## **Airside Improvements**

Improvements to the airside facilities at Camarillo Airport include taxiway system improvements and upgrades to the navigational aids, as described below.

***Short-term Improvements (NEPA and CEQA).*** The airfield projects proposed for the short-term planning period focus on accommodating forecasted demand and maintaining the existing facilities.

*Taxiway Improvements.* Taxiway improvements have been identified to improve operational capacity and safety. Phase I construction of the parallel taxiway to Runway 8-26 runs between Taxiway A and B. Construction of a parallel taxiway to the east ramp would alleviate the existing bottleneck condition by providing separate access to and from the airfield.

*Maintenance.* Maintenance of the existing facilities proposed over the short-term includes overlaying the runway and Taxiways A and D surfaces.

*Other.* The existing rotating beacon would be replaced.

***Long-term Improvements (CEQA).*** Projects included in the long-term airside improvements include further enhancements to the taxiway system, navigational aids, and the continuation of general maintenance activities.

*Runway Safety Area and Airfield Drainage Improvements.* The plan proposes regrading and improving the Runway Safety Area (RSA). Also included are drainage improvements designed to prevent ponding of water and to enhance stormwater runoff from the RSA. *FAA Advisory Circular 150/5300-13, Airport Design* defines the RSA as a "surface surrounding the runway prepared or suitable for reducing the risk of damage to airplanes in the event of an undershoot, overshoot, or excursion from the runway." Per the FAA, the RSA must be drained by grading or storm sewers to prevent water accumulation. Improvements to the drainage system would relieve standing water problems at the airport, thereby enhancing safety.

*Navigational Aids.* The existing GPS approaches to Runway 26 would be improved by installing a Medium Intensity Approach Lighting System (MALSR). This approach lighting system would aid in achieving Category I visibility minimums.

*Taxiway Improvements.* Phases II and III of the parallel taxiway to Runway 8-26 would complete the full length parallel taxiway and provide the dual access needed to accommodate the forecasted demand. Phase II of the parallel taxiway would extend between existing Taxiways C and E. Phase III would complete the taxiway, running between Taxiway B and C. The completed taxiway would improve airfield efficiency and reduce aircraft operational delays over the long-term planning horizon.

*Helicopter Operations Area.* Two helipads would be constructed on the north side of the airfield to accommodate autorotations and training operations by helicopters. This would help to separate the fixed-wing aircraft from the rotorcraft and also help the airport to accommodate some of the increased demand.

*Airfield Maintenance.* General airfield pavement maintenance would be accomplished, including slurry seal and marking Runway 8-26 and Taxiways A and D.

## **Landside Improvements**

Improvements to the landside facilities at Camarillo Airport focus on constructing/renovating aprons and hangars, enhancing airport security, and general maintenance activities. Such developments are described in detail below.

*Short-term Improvements (NEPA and CEQA).* Short-term landside projects include the development of aircraft facilities (both ramp and hangars), pavement maintenance, storm drain system improvements, and the provision for security improvements.

*Hangar Development.* Aircraft owners in the region prefer to hangar their aircraft, as opposed to utilizing tiedowns because hangars provide both shelter and security for their significant investment. Camarillo Airport currently has a total of approximately 402 aircraft parking spaces in hangar facilities. At the present time, all of the T-hangar and executive hangar positions are occupied and the County maintains a waiting list.

In order to provide more clearance and improve circulation from the east ramp taxiway, it is necessary to relocate the port-a-ports currently lined along the northern edge of the east ramp. During the short-term, 35 port-a-port hangars would be relocated. Additional hangar units would be constructed, including 63 T-hangars, and 23 executive hangars (to be privately funded). This will accommodate the projected growth in the number of based aircraft as well as those who are currently waiting for space.

*Aircraft Parking Apron.* The plan proposes construction of additional aircraft parking apron adjacent to the existing county fire station. The parking apron would help to minimize congestion on the east ramp by providing a new parking area, more centrally located on the airport. It would also provide the tiedown spaces needed to accommodate the forecasted demand over the short-term planning period.

*Drainage Improvements.* Drainage improvements are proposed to separate storm water runoff from the sewer lines. Currently, the condition of some of the lines allows stormwater to infiltrate the sewage system, unnecessarily overburdening the City's sewer system during storm events.



*Roadway Access.* The plan calls for the improvement/extension of roadways to access the landside facilities. One roadway would access the planned central hangar area, while another would pave an existing roadway along the western portion of the airport. This road serves to accommodate automobile traffic utilizing the firing range and the ultralight airpark. Currently, it is a graded, dirt road through this area. Reconstruction and paving of the roadway will also allow the County to extend the existing water line to enhance fire protection to this end of the airport.

*Perimeter Fencing.* In order to provide a secure facility, security fencing around the airport is required. As recommended in the *Draft Airport master Plan Update*, the existing perimeter security fencing would be extended and new fencing installed in the general aviation area during the short-term period.

*Security Lighting.* In addition to the security fencing, Ventura County proposes to install security lighting on the aircraft parking aprons, terminal ramp, and eastside general aviation area.

*Maintenance.* Periodically, it is necessary to provide general maintenance on the airport's paved surfaces in order to preserve the public's investment in the facility. Over the short-term, it is proposed that the ramp east of the Confederate Air Force (CAF) leasehold be reconstructed and a slurry seal be applied to all other ramp areas. Roadway reconstruction and maintenance adjacent and south of the central hangar is also included.

*Long-term Improvements (CEQA).* Improvements proposed to occur over the long-term include constructing a new general aviation terminal building, and providing additional taxiways and aircraft apron areas.

*General Aviation Terminal/Administration Building.* Construction of a general aviation terminal/administration building is planned to provide a concentrated space for itinerant passengers and to house Ventura County Department of Airports administrative offices. The terminal will consolidate a variety of services currently scattered throughout the airport, including a pilot shop and restrooms.

*Hangar Development.* As the general aviation activity increases, the construction of additional executive and T-hangars will continue. Once the central hangar area is built out, new hangar development will be concentrated in the west hangar development area. Once the space in the west area is depleted, executive and T-hangar construction would occur adjacent to the hangars in the eastern portion of the terminal area. Seventeen (17) port-a-ports are planned to be relocated. Ninety-two (92) new T-hangars, Fifty-eight (58) executive hangars, and three (3) conventional hangars would be added to the airport.

*Aircraft Parking Apron.* The plan proposes construction of 10,000 square yards of aircraft parking apron west of the airport traffic control tower. This area would accommodate aircraft tie-downs, and given its central location, would help to minimize congestion on the east ramp.

*Perimeter Road.* The existing paved perimeter service road would be paved during the long-term planning period. This improvement would provide for safe access to all areas of the airfield for maintenance and inspection purposes. The perimeter road is located within the secure area and is not available for public use

## **Chapter Two**

### **ALTERNATIVES**

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This chapter summarizes the alternatives to the Proposed Action evaluated during the course of this environmental analysis. These include both on-airport development, other development, and non-development alternatives. Each alternative was developed and evaluated with regard to its potential to generally satisfy the project objectives, its feasibility to implement, and its expected environmental consequences. Those alternatives which did not generally satisfy the project objectives, were not considered feasible, or would unduly affect the environment are noted in this chapter.

The alternatives evaluated within this document were initially evaluated during the preparation of the *Draft Airport Master Plan Update* for Camarillo Airport. As required by CEQA, they represent a range of reasonable alternatives which could feasibly attain most of the basic project objectives or which would avoid or substantially lessen any of the potentially significant environmental impacts.

#### **ALTERNATIVES ELIMINATED FROM FURTHER CONSIDERATION**

Under NEPA, the FAA allows alternatives to be eliminated from further consideration when they are found to be neither feasible nor prudent. In general, a project is infeasible if it is neither reasonable nor practical to implement, such as constructing a new general aviation airport in the middle of a bay, where the costs would likely exceed the benefits. A project is not prudent where

it does not meet the identified purpose and need or where the environmental consequences are excessive, particularly when compared to other alternatives which do meet the purpose and need. NEPA does require that the No Action alternative be evaluated, regardless of whether it is feasible or prudent.

CEQA has similar requirements for identifying and rejecting alternatives from further consideration. An EIR is required to include a range of alternatives which allow for a reasoned choice. The alternatives are limited to those that would avoid or substantially lessen one of the significant environmental effects of the project. Of these, the County of Ventura, as the lead agency, is only required to evaluate those which can feasibly attain most of the basic objectives of the project. Similar to NEPA, CEQA also requires that the No Action (or No Project) alternative be evaluated.

Based on the analysis provided in subsequent sections of this chapter, Alternative A was selected as the Proposed Action because it (1) meets the identified purpose and need for the project, (2) does so in a safe and efficient manner, and (3) does not result in significantly greater, unmitigatable impacts than those of the No Action alternative. The construction of the new full-length parallel taxiway south of Runway 8-26, the second east end connecting taxiway, the Global Positioning System (GPS) precision approach to Runway 26 and related MALSR approach lights, all combine to meet the first objective stated in **Chapter One**: enhanced airfield safety and operational capacity. Meanwhile, the construction of the helicopter training area, general aviation terminal/administration building, additional aircraft parking, the reconfigured and expanded aircraft storage hangars, and the planned conventional hangars allow the airport to meet forecasted demand, the second objective.

In accordance with CEQA Section 15126, , Alternative A is the environmentally superior alternative because it addresses the airfield safety and capacity concerns as well as landside facility demands, and does not result in any significant impacts which cannot be adequately mitigated to a level of less-than-significant.

Alternative F: No Action, while considered imprudent, is evaluated in **Chapter Four**, as required under *FAA Order 5050.4A, Environmental Handbook*, and pursuant to the Council on Environmental Quality regulations and the California Environmental Quality Act.

Based on the alternatives analysis described below, Alternatives B (on-airport alternative), C (on-airport alternative), D (Development of a New Airport), and E (Transferring Service to Another Airport) were eliminated from further consideration. The reasons for this are as follows.

- Implementation of Alternative B is expected to result in additional environmental impacts, compared with Alternative A. First, because Alternative B locates the parallel runway (used strictly for land planning purposes and not included in the 20-year planning period) further east than Alternative A, the resulting approach and ground clearance requirements prohibits the parallel access taxiway to the east side hangar area from being extended all the way to Taxiway A. In order to make this taxiway fully functional, Runway 8-26 would need to be extended 1,190-feet to the east. Second, Alternative B locates the helicopter operations area to the west

end of the airport, at the current location of the police shooting range. This would require the airport to negate a current lease and require the shooting range to relocate, resulting in potential social impacts. Finally, Alternative B provides for the acquisition of land near midfield for hangar development. This area is currently farmland; therefore, acquisition of this area would result in both farmland and social impacts, though neither are expected to be significant because of the limited area to be acquired. Alternative B does not result in any significant operational or capacity improvements over Alternative A, nor does it result in a reduction of environmental impacts. Because it is contrary to the existing agreement regarding the length of the runway and because of its greater environmental impact, Alternative B was not considered feasible or practical.

- Alternative C does not require the extension of Runway 8-26. On the landside, it locates the helicopter operations area off-airport property, thereby preserving the shooting range intact at its current location. It does, however, require the acquisition of land for both the helicopter operations area and hangar development, resulting in both social and farmland impacts. Again, neither of these is expected to be significant. Implementation of Alternative C is not expected to result in any operational or capacity improvements over Alternative A, indicating that there are no advantages to this on-airport development alternative. Due to the need to acquire land to meet the operational and based aircraft forecasted demand at Camarillo Airport, Alternative C was considered imprudent and impractical.
- Alternative D provides for the development of a new airport in the area. This alternative would reduce the impacts identified for both the Proposed Action and No Action alternatives. The expected environmental and economic impacts associated with the construction of a new airport facility, however, are greater than those impacts associated with development at the existing site. Because Camarillo Airport is fully capable of accommodating the long-term aviation demands of the area and because of the expected increase in environmental impacts, it is neither feasible nor prudent to construct a new airport.
- Alternative E assumes that the operational demand for Camarillo Airport would be transferred to another, existing aviation facility. This alternative would also reduce aviation noise and traffic impacts associated with Camarillo Airport under both the Proposed Action and No Action alternatives. Based on the analysis included in the *Draft Airport Master Plan Update* and subsequent analysis for this EA/EIR document, airports within the vicinity of Camarillo Airport are incapable of accommodating the additional capacity. Because there are insufficient or inadequate facilities for meeting the projected demand, other than at Camarillo Airport, it is not prudent to implement Alternative E.

The following sections provide more information regarding the alternatives evaluated for this EA/EIR document.

## ON-AIRPORT DEVELOPMENT ALTERNATIVES

Airside developments vary for each on-airport development alternative (Alternatives A, B, and C). In each of the three alternatives, the primary airside focus is on improvements to both navigational aids and taxiways which are designed to enhance safety and increase operational efficiency. Navigational aid improvements include the installation of MALSR approach lights to Runway 26 and upgrading the existing visual approach slope indicator lights. Taxiway improvements included in all three on-airport development alternatives provide for the construction of an additional parallel taxiway south of Runway 8-26. This taxiway would be located 600 feet north of the existing parallel taxiway and 400 feet south of Runway 8-26, and would provide more efficient access between the hangar area on the east end of the airport and the airfield facilities. Each alternative also proposes a helicopter operations area for helicopter training.

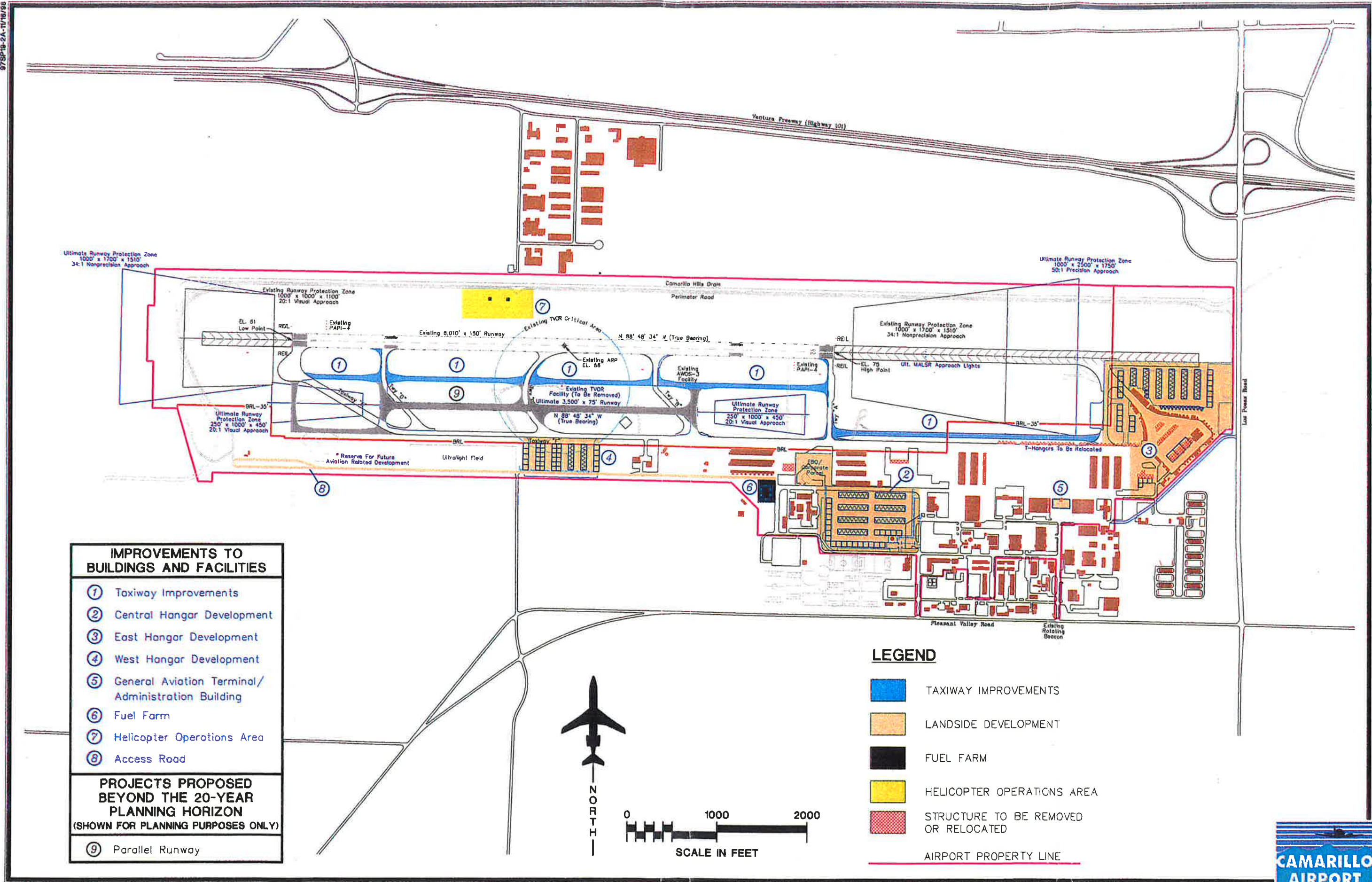
The potential need for a parallel runway at Camarillo Airport was considered in the placement of both airside and landside improvements. This is in response to the demand/capacity analysis conducted in Chapter Three of the *Draft Airport Master Plan Update* which indicated that operations at Camarillo Airport will exceed 100 percent of the airport's Annual Service Volume (ASV). *FAA Order 5090.3B, Field Formulation of the National Plan of Integrated Airport Systems*, requires that capacity improvements be considered when an airport's operations reach or exceed 60 percent of the airport's ASV. Construction of this parallel runway is not proposed within the 20-year development period of the master plan and is, therefore, not considered in this environmental analysis. Prior to the development of a parallel runway at Camarillo Airport, the County of Ventura would need to confirm the need for the facility and complete a separate EA/EIR.

The remaining airport improvements relate to the landside facilities located primarily south and east of the runway. Each of the on-airport development alternatives proposes the construction of a general aviation terminal/administration building, reconfiguration and expansion of existing storage hangar areas, new hangar development areas, new fuel farm site, and space for development of corporate flight facilities and/or additional FBO facilities.

### ALTERNATIVE A: PROPOSED ACTION

Alternative A as illustrated on **Exhibit 2A, Proposed Action**, provides for taxiway improvements to ease congestion on the airfield and improve operational efficiency. A second full length parallel taxiway to Runway 8-26 would be located 400 feet south of the runway centerline and 600 feet north of the existing taxiway. As shown on **Exhibit 2A**, this taxiway would be located through the existing VOR facility. Consequently, it could only be completed after the GPS approach is implemented and the VOR is decommissioned by the FAA, which is expected to take place sometime between the years 2005 and 2010.

A helicopter training area is proposed on the north side of the airfield when rotorcraft training activity warrants its development. This would remove these operations from the existing traffic pattern and also eliminate a conflict with the fixed-wing landside facilities on the south side of the



- | IMPROVEMENTS TO BUILDINGS AND FACILITIES |  |
|--|--|
| ①  | Taxiway Improvements                               |
| ②  | Central Hangar Development                         |
| ③  | East Hangar Development                            |
| ④  | West Hangar Development                            |
| ⑤  | General Aviation Terminal/ Administration Building |
| ⑥  | Fuel Farm  |
| ⑦  | Helicopter Operations Area                         |
| ⑧  | Access Road  |
- 
- | PROJECTS PROPOSED BEYOND THE 20-YEAR PLANNING HORIZON (SHOWN FOR PLANNING PURPOSES ONLY) |                 |
|--|-----------------|
| ⑨  | Parallel Runway |



**LEGEND**

- TAXIWAY IMPROVEMENTS
- LANDSIDE DEVELOPMENT
- FUEL FARM
- HELICOPTER OPERATIONS AREA
- STRUCTURE TO BE REMOVED OR RELOCATED
- AIRPORT PROPERTY LINE







airfield. Both would result in enhanced operational safety at the airport. Locating these helipads on the north side of the airfield does, however, require a north pattern for helicopter touch-and-go activity. The location of these helipads on the north side is subject to change and may require further noise and compatible land use evaluation. Ultimately, the helipads may be located further west, resulting in reduced impacts to the industrial park.

At the east end of the airfield, a second parallel taxiway is planned approximately 105 feet north of the existing parallel taxiway. This new taxiway would run parallel to the east ramp and would provide more efficient access between the hangar area and the airfield facilities, eliminating the current problems regarding congestion and clearance.

In order to enhance airport operations in adverse weather conditions, the instrument approaches at Camarillo Airport would be improved. The FAA is in the process of developing Global Positioning System (GPS) approaches for airports across the country. Once the GPS approaches are in place, the existing navigational aid system, VOR-DME, will be phased out. To support a precision GPS approach to Runway 26, a medium intensity approach lighting system with runway alignment indicator lights (MALSR) would be installed. This consists of 12 light stations extending 2,400 feet from the end of Runway 26.

The ultralight field will remain in its current location until such time as air traffic and/or other FAA regulations warrant its relocation or removal.

Landside improvements under Alternative A include the construction of a general aviation terminal/administration building, additional aircraft parking, reconfiguration and expansion of storage hangar areas, and aviation-related businesses. These landside developments utilize existing airport property and consequently do not require the purchase and development of additional land. In part, this is accomplished by reorganizing and relocating the landside facilities to provide for a more efficient layout.

A hangar development program has been proposed to provide more efficient use of available space. Around center-field, east of the ultralight park, 24 nested T-hangars and 34 executive hangars would be constructed. (Note: the executive hangars and conventional hangars are expected to be privately funded.) Further east, south of Taxiway A alignment, an additional 98 T-hangars and 23 executive hangars would be added. Further east, the existing 35 port-a-ports along the existing taxiway access would be relocated. Finally, in the east hangar area, 13 T-hangars would be relocated, 20 would be removed and 76 would be added. In addition, 24 executive hangars and 3 conventional hangars would be constructed.

A new general aviation terminal/administration building is planned for the flightline between the two existing, large FBO hangars. This building would house the Ventura County Department of Airports staff, common general aviation terminal services (i.e. pilot shop, restrooms, etc.), and office space for aviation-related tenants.

A new consolidated fuel farm is planned off the flightline behind the existing, westernmost T-hangars. The location of the fuel farm will provide both airside and landside access while placing it away from aircraft operation areas.

Alternative A will meet both objectives of the purpose and need for the project. It will accommodate the airfield safety and capacity concerns through the construction of the new parallel taxiway and improvements to the navigational aids, as well as satisfy the projected landside facility demands with the construction of the general aviation terminal/administration building, the hangar development areas, and the proposed FBO and corporate facilities.

Alternative A is expected to result in construction impacts, which would not be a factor under the No Action alternative. All other impacts are expected to be the same or similar to the No Action, including noise, compatible land use, air quality, and traffic and circulation.

Alternative A - Proposed Action is evaluated in detail in **Chapter Four, Environmental Consequences**.

## **ALTERNATIVE B**

**Exhibit 2B, Alternative B**, depicts those improvements proposed as Alternative B. Similar to Alternative A, taxiway improvements are proposed that would provide more efficient movement about the airfield. The construction of a second full-length parallel taxiway 400 feet south of the existing runway is proposed. As discussed previously, this taxiway could not be completed until the existing VOR-DME is decommissioned by the FAA.

An additional parallel taxiway on the east end of the airfield is also proposed, again, approximately 105 feet north of the existing parallel taxiway. Due to the approach and ground clearance requirements needed for the location of the potential parallel runway, this new taxiway cannot be extended all the way to Taxiway A, which aligns with the existing end of Runway 26. As a result, the aircraft movement between the hangar area and the end of Runway 26 would be awkward, unless Runway 26 was extended to the east and a new end connecting taxiway constructed, as proposed. If the runway were not extended, Alternative B would not be as efficient in reducing taxi times as the airside improvements proposed under Alternative A.

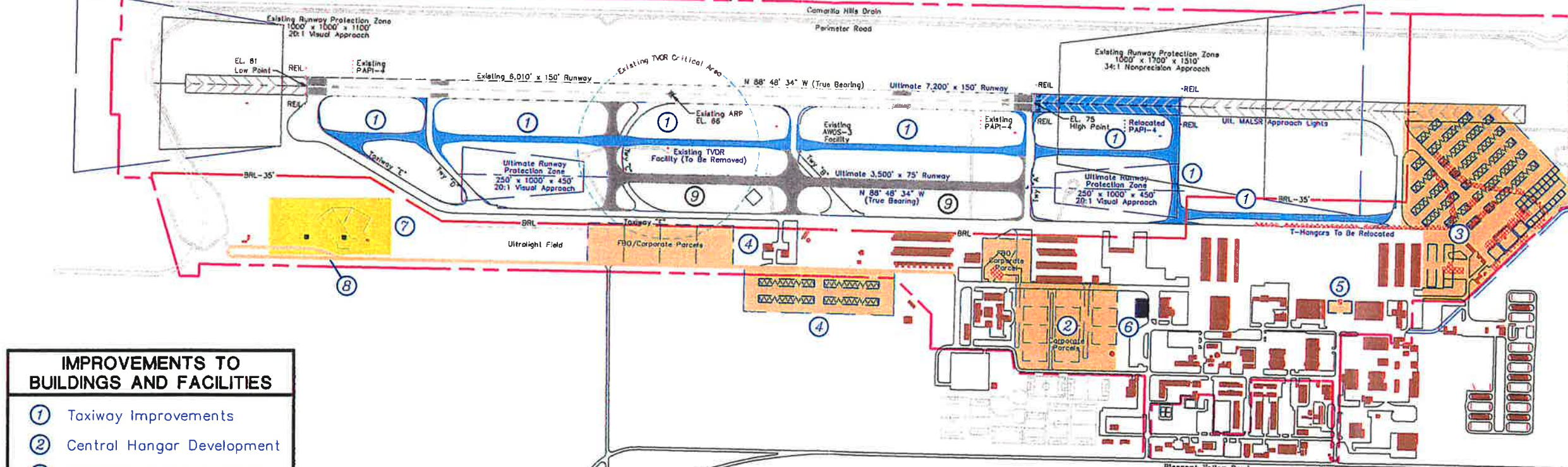
Alternative B locates the helicopter training area to the west end of the airport, at the site of the shooting range. This would require closing the shooting range, which is covered under an existing lease between the Ventura County Department of Airports and Sheriff's Office. This would be considered a social impact and may require mitigation. Locating the helicopter facility in this area removes it from the congested landside area, which is a benefit, but maintains these touch-and-go operations in a traffic pattern on the same side of the airfield, which could affect the fixed-wing aircraft pattern and increase operational delays.

Improvements to the navigational aids (GPS approach and MALSR) are identical to those discussed under Alternative A.

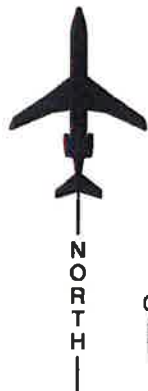
Landside improvements would be slightly different from those identified in Alternative A. Alternative B provides for relocating all of the existing hangars in the east hangar area to a more

Ultimate Runway Protection Zone  
1000' x 1700' x 1510'  
34:1 Nonprecision Approach

Ultimate Runway Protection Zone  
1000' x 2500' x 1750'  
50:1 Precision Approach



- IMPROVEMENTS TO BUILDINGS AND FACILITIES**
- ① Taxiway Improvements
  - ② Central Hangar Development
  - ③ East Hangar Development
  - ④ West Hangar Development
  - ⑤ General Aviation Terminal/ Administration Building
  - ⑥ Fuel Farm
  - ⑦ Helicopter Operations Area
  - ⑧ Access Road
- PROJECTS PROPOSED BEYOND THE 20-YEAR PLANNING HORIZON (SHOWN FOR PLANNING PURPOSES ONLY)**
- ⑨ Parallel Runway



- LEGEND**
- TAXIWAY IMPROVEMENTS
  - LANDSIDE DEVELOPMENT
  - FUEL FARM
  - HELICOPTER OPERATIONS AREA
  - STRUCTURE TO BE REMOVED OR RELOCATED
  - AIRPORT PROPERTY LINE





standard layout. This will result in the "removal" of 79 T-hangars, 22 executive hangars, and three alert hangars (a hold over from the Air Force Base). This would be replaced with 214 T-hangars, 25 executive hangars, two conventional hangars, and one FBO. Second, Alternative B places a greater emphasis on providing corporate parcels which would be leased to businesses to locate hangars for a corporations fleet of aircraft. A total of 15 corporate parcels are identified, most located in the central hangar area, along the Taxiway A alignment. There is also not the emphasis on executive hangars which were prevalent in Alternative A. Alternative B provides for only 25 executive hangars. Finally, Alternative B requires the acquisition of additional land on which to locate additional T-hangars. Overall, Alternative B provides for more aircraft parking spaces in hangars (in excess of 740 total, compared with 668 for Alternative A) and requires fewer tiedown spaces for based aircraft (150, compared with 222 under Alternative A).

Similar to Alternative A, the administration building would be constructed where the existing fuel farm is currently located.

Alternative B will meet both objectives of the purpose and need for the project. It will satisfy airfield safety and capacity considerations through the construction of the new parallel taxiway, improvements to the navigational aids, and also meet the projected landside facility demands with the construction of the general aviation terminal/administration building, the hangar development areas, and the proposed FBO and corporate facilities. It is, however, less efficient than Alternative A in addressing the operational delay concerns. It, also, provides for more aircraft hangar parking and fewer apron parking positions than warranted by the demand forecasted in the *Draft Airport Master Plan Update*.

Due to the land acquisition and elimination of the shooting range, Alternative B will result in greater social and farmland impacts than those of the No Action alternative, though both could be mitigated to a level below significance. Additionally, Alternative B is expected to result in construction impacts, which would not be a factor under the No Action alternative. All other impacts are expected to be the same or similar to the No Action (Alternative F) and Alternative A, including noise, compatible land use, air quality, and traffic and circulation.

While Alternative B is expected to have similar environmental impacts to those of Alternative A, it results in the development of an awkward and slightly less efficient taxiway system and a less beneficial location for the helicopter training area than what is proposed under Alternative A. Because Alternative B does not result in any significant operational or capacity improvements over Alternative A, nor will it result in a reduction of environmental impacts, it was not considered prudent and was, therefore, not evaluated further.

## ALTERNATIVE C

Alternative C, as depicted on **Exhibit 2C, Alternative C**, proposes a full-length taxiway to be constructed parallel to Runway 8-26. Similar to Alternatives A and B, an additional taxiway on the

east end of the airport, parallel to the existing taxiway is planned to improve circulation in the terminal area.

Alternative C locates the planned helicopter operations area on the south side of the airfield, near the ultralight park. This area would need to be acquired as it is currently off-airport. This location has the benefit of separating the training activity from activity in the terminal facility area and still allows the Sheriff's shooting range to continue at its current location. Similar to Alternative B, the disadvantage is that this area maintains these operations on the south side of the runway which could affect the use of the runway by elongating the pattern or delaying use of the runway by fixed wing aircraft.

Improvements to navigational aids (GPS approach and MALSR) are the same as those discussed in Alternatives A and B.

Landside improvements for Alternative C are identical to those proposed under Alternative B. Additional property would need to be acquired for the planned T-hangar development located at mid-field. This area would be adjacent to the planned helicopter operations area.

As with both Alternatives A and B, Alternative C will meet both objectives of the purpose and need for the project by accommodating airfield safety and capacity considerations through the construction of the new parallel taxiway, improvements to the navigational aids, and also satisfy the projected landside facility demands with the construction of the general aviation terminal/administration building, the hangar development areas, and the proposed FBO and corporate facilities.

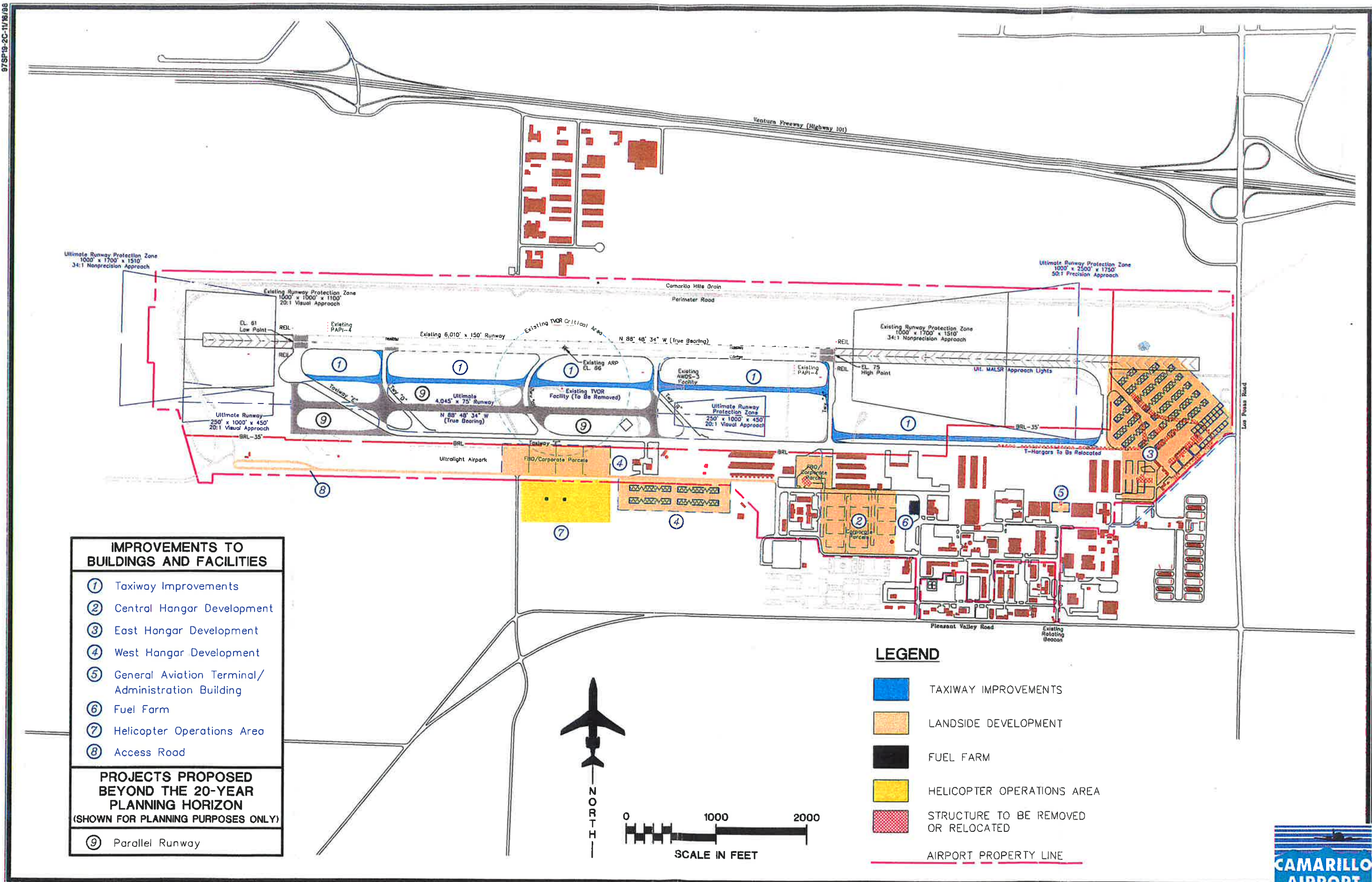
Like Alternative B, due to the land acquisition, Alternative C will result in greater social and farmland impacts than those of the No Action alternative; however, as with the previous alternative, these impacts are not expected to be significant. Alternative C will also result in construction impacts, which would not be a factor under the No Action alternative. All other impacts are expected to be the same or similar to the No Action, including noise, compatible land use, air quality, and traffic and circulation.

Alternative C is expected to have similar environmental impacts to those of Alternative A; however, it does not result in any significant operational or capacity improvements over Alternative A, nor will it result in a reduction in environmental impacts. Alternative C was, therefore, found not to be prudent and is not further evaluated in the environmental document.

## **OTHER ALTERNATIVES**

### **ALTERNATIVE D - DEVELOPMENT OF A NEW AIRPORT**

The construction of a new facility is a very complex and expensive alternative which would likely result in far-reaching environmental and economic impacts. The development of a new airport



- IMPROVEMENTS TO BUILDINGS AND FACILITIES**
- ① Taxiway Improvements
  - ② Central Hangar Development
  - ③ East Hangar Development
  - ④ West Hangar Development
  - ⑤ General Aviation Terminal/ Administration Building
  - ⑥ Fuel Farm
  - ⑦ Helicopter Operations Area
  - ⑧ Access Road
- PROJECTS PROPOSED BEYOND THE 20-YEAR PLANNING HORIZON (SHOWN FOR PLANNING PURPOSES ONLY)**
- ⑨ Parallel Runway

**LEGEND**

- TAXIWAY IMPROVEMENTS
- LANDSIDE DEVELOPMENT
- FUEL FARM
- HELICOPTER OPERATIONS AREA
- STRUCTURE TO BE REMOVED OR RELOCATED
- AIRPORT PROPERTY LINE







requires a tremendous financial commitment of public funds for land acquisition, site preparation and the construction of airport facilities. In addition, closing Camarillo Airport would mean the loss of a substantial public investment in a sizable, existing aviation facility. In a situation where public funds are limited, the replacement of a functional and expandable airport facility would represent an unjustifiable loss of a significant public investment.

The development of a new aviation facility similar to Camarillo Airport would require a commitment of a large land area in excess of 660 acres. Typically, the location of a new airport site is relatively undeveloped. As a result, the potential for impacts to natural, biological, and cultural resources, and, particularly in Ventura County, prime farmland are generally greater than those at an existing site with the capacity for expansion.

A new airport site also requires the duplication of investment in airport facilities and supporting access and infrastructure that are already available at Camarillo Airport. The new airport site would require construction of an entirely new airfield, landside facilities and support facilities. In addition, utilities, such as water, sewer, electricity, and gas, would have to be either extended to the site or developed on site. Major access and utility development further compounds the potential costs and impacts associated with a new site. Furthermore, the development of a new airport similar to Camarillo Airport would likely take a minimum of ten years to implement, not considering funding availability.

Alternative D would meet both objectives of the purpose and need for the project. It would provide a safe and efficient aviation facility which could accommodate the projected aviation demand for the area currently served by Camarillo Airport through the construction of an adequate airfield system and landside facilities (including terminal building, hangar units, access roadways, and automobile parking areas).

Alternative D would, however, likely result in significantly greater environmental impacts than either Alternative A or the No Action alternative (Alternative F). First, an area that currently is not subject to aircraft noise would become so, potentially resulting in both noise and compatible land use impacts. Also, it is expected that natural resources would be affected in order to construct the new facility, including prime farmland and biotic communities. It is also highly possible that the construction of a new facility will result in additional impacts to water quality, historic/cultural resources, floodplains, waters of the U.S., protected species, and other factors. Construction-related impacts would also be expected to be greater under Alternative D than any of the on-airport development alternatives.

The alternative of developing a new airport facility in Ventura County to meet the area's aviation demand was; therefore, found to be neither feasible nor prudent due to the economic and environmental considerations.

#### **ALTERNATIVE E - TRANSFERRING SERVICE TO ANOTHER AIRPORT(S)**

The alternative of relocating services to another airport in the area was also considered. Existing airports within the vicinity of Camarillo Airport are shown on **Exhibit 2D, Alternative E**.

In 1994, Camarillo Airport based 580 aircraft and experienced a total of 190,850 operations. There are only two other public-use airports within twenty miles of Camarillo: Oxnard Airport (5 miles west) and Santa Paula Airport (9 miles north). Both of these airports have a single runway and landside facilities that are capable of handling their existing demand level.

Oxnard Airport currently maintains a waiting list for hangar space and is restricted in developing a larger hangar configuration. The runway configuration at Santa Paula Airport is not conducive to a high number of operations. Due to the numbers of based aircraft and aircraft operations at Camarillo, and the lack of existing and future potential facilities at Oxnard and Santa Paula to meet the long range demand of based aircraft and operations, shifting service to other airport facilities would not be possible.

Shifting aviation services to NAWS Point Mugu was also considered during the preparation of the *Draft Airport Master Plan Update*. NAWS Point Mugu had been considered to be a possible selection for closure by the Base Realignment and Closure Committee (BRACC). Ultimately, NAWS Point Mugu was not targeted for closure, and remains an active military facility.

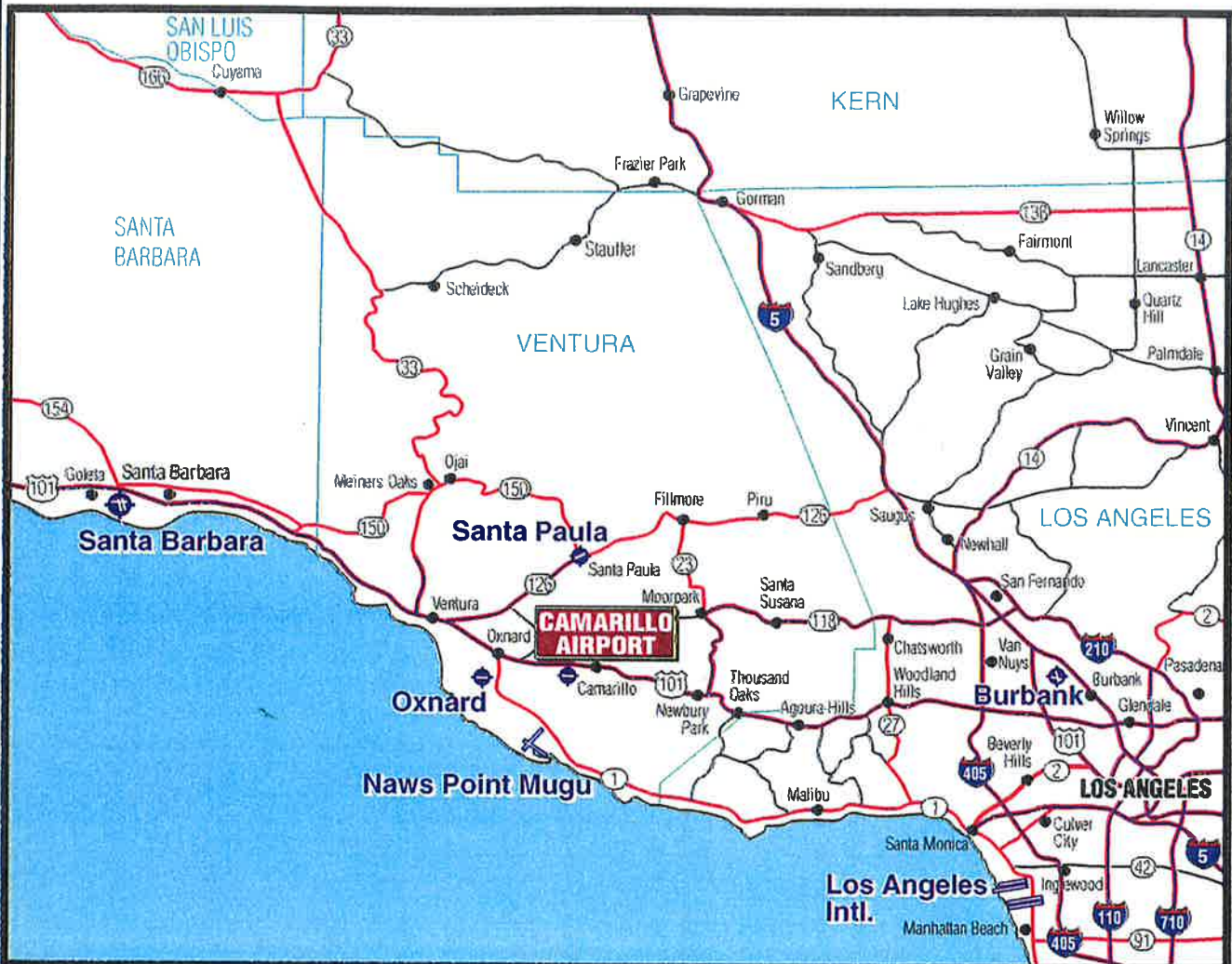
A joint-use feasibility study was undertaken in order to determine if NAWS Point Mugu could qualify as a joint-use commercial service/military facility. It is, however, unlikely that any scenario involving Point Mugu being closed or converted to a joint-use facility would have any effect on Camarillo Airport. According to the joint-use study, Point Mugu would not open to general aviation, thus no aircraft or operations could be transferred from Camarillo Airport. Even if Point Mugu were to open to general aviation aircraft, the joint-use study indicates that the airfield would reach its Annual Service Volume (ASV) at 180,000 operations. Currently, Camarillo Airport's operational demand exceeds the capacity of Point Mugu.

Expected growth by major employers and the projected expansion of new industries into the surrounding community demonstrates the need for a highly functional airport. General aviation airports play a major role in the way that companies conduct their business. Camarillo Airport is expected to accommodate business aircraft traffic for companies that are located or are conducting business in the Ventura County area. This role is not easily replaced by another existing airport in the system without great expense.




Based on this analysis, at this time it is neither feasible nor prudent to transfer either existing or forecasted aviation demand to an existing aviation facility in the area. NAWS Point Mugu is not currently available for any public use and, even if converted to a joint-use facility, would still not accept general aviation activity. As previously discussed, the other two public-use airports, Oxnard and Santa Paula Airports, in the area do not have the facilities to accommodate Camarillo Airport's identified general aviation demand without the development of new or expanded facilities.

## **ALTERNATIVE F - NO ACTION**

The No Action Alternative essentially considers keeping the airfield in its present condition without providing for any improvements to the existing facilities. New based aircraft would utilize existing graded or grassed areas for parking, instead of parking in secure and sheltered aircraft hangars.



**LEGEND:**

-  Hard-surface runway greater than 8069 ft.
-  Hard-surface runway 1500ft. to 8069 ft.
-  Services available





Aircraft would continue to conflict on the existing taxiways, particularly the one connecting the airfield to the east end hangar area. Helicopter training operations would be restricted to the south side of the airfield, amidst the other landside facilities, and could affect both operational delays and ground activities by fixed wing aircraft.

The primary result of Alternative F is the eventual inability of Camarillo Airport to adequately satisfy the increasing demands of the airport service area. Without improvements to both airside and landside facilities, users of the airport would be constrained from taking maximum advantage of the airport's air transportation capabilities.

The long-term consequences of the No Action Alternative extend beyond the immediate Camarillo area. Camarillo Airport is part of a system of public airports in Ventura County that serve the aviation needs of the community. Without facilities such as Camarillo Airport, Oxnard Airport, and Santa Paula Airport, commercial service airports like Burbank and Santa Barbara would be at or exceeding capacity. General aviation airports not only provide convenience to general aviation users, but also help to avoid a major concentration of smaller general aviation aircraft and large commercial aircraft at a single airport.

The overall impact of the No Action Alternative is to the ability of the region to attract new businesses and industries seeking locations with adequate and convenient aviation facilities. Without regular maintenance and additional improvements, potential users and income for the airport as well as business for the Ventura County area could be lost.

The No Action alternative does not meet the objectives identified in the purpose and need. It will not result in enhanced airside safety and operational capacity at the airport nor does it meet projected future landside facility requirements. The No Action alternative is, therefore, found to be neither feasible nor prudent.

While Alternative F was found not to be feasible or prudent, in accordance with *FAA Order 5050.4A, Paragraph 47C, Subparagraph 2, Airport Environmental Handbook*, it is further analyzed with regard to its potential environmental impact in **Chapter Four, Environmental Consequences**, of this environmental document.

## **SUMMARY COMPARISON**

**Table 2A, Summary Comparison of Anticipated Environmental Impacts from all Alternatives**, provides an overview of the potential and/or likely environmental impacts of each alternative. Each of the alternatives was compared with the twenty environmental impact categories described in *FAA Order 5050.4A*, as well as Seismic Hazards and Traffic/Circulation. Impacts were classified as either none, less-than-significant, less-than-significant with mitigation, significant, or unknown (N/A).

**TABLE 2A**  
**Summary Comparison of Anticipated Environmental Impacts from all Alternatives**

Environmental Category	Alternatives					
	Proposed Action A	B	C	D	E	No Action F
Noise	Less-than-significant	Less-than-significant	Less-than-significant	N/A	N/A	Less-than-significant
Compatible Land Use	Less-than-significant	Less-than-significant	Less-than-significant	N/A	N/A	Less-than-significant
Social	None	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	N/A	N/A	None
Geologic Hazard	Less-than-significant	Less-than-significant	Less-than-significant	N/A	N/A	Less-than-significant
Traffic and Circulation	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	N/A	N/A	Less-than-significant w/ mitigation
Air Quality <sup>1</sup>	Less-than-significant	Less-than-significant	Less-than-significant	N/A	N/A	Less-than-significant
Water Quality	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	N/A	N/A	Less-than-significant w/ mitigation
Historic/Cultural	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	N/A	N/A	None
Floodplains	Less-than-significant	None	None	N/A	N/A	None
Construction	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	N/A	N/A	None
Socioeconomic	None	None	None	N/A	N/A	None
Section 4(f)	None	None	None	N/A	N/A	None
Biotic Communities	None	None	None	N/A	N/A	None
Protected Species	None	None	None	N/A	N/A	None
Waters of the U.S.	None	None	None	N/A	N/A	None
Coastal Zone Mgt.	None	None	None	N/A	N/A	None
Coastal Barriers	None	None	None	N/A	N/A	None
Wild and Scenic Rivers	None	None	None	N/A	N/A	None
Farmland	None	Less-than-significant	Less-than-significant	N/A	N/A	None
Energy Supply and Natural Resources	None	None	None	N/A	N/A	None
Light Emissions	Less-than-significant	Less-than-significant	Less-than-significant	N/A	N/A	None
Solid Waste Impact	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	Less-than-significant w/ mitigation	N/A	N/A	Less-than-significant w/ mitigation

## **Chapter Three**

### **AFFECTED ENVIRONMENT**

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It is the purpose of this chapter to identify or highlight any important background material which may help to explain the present proposal. Characteristics of the surrounding area, including land uses and growth potential in the airport vicinity, are described in the following paragraphs.

#### **LOCAL SETTING**

Camarillo Airport is a general aviation reliever airport located in the City of Camarillo, within Ventura County, California. Surrounding counties include Santa Barbara to the west, Kern to the north, and Las Angeles to the east.

The City of Camarillo is located along the Ventura Freeway (Highway 101), roughly midway between the cities of Los Angeles to the south and Santa Barbara to the north. Notable communities located in closer proximity to the Camarillo Area are Oxnard, Santa Paula, Fillmore, Moorpark, Thousand Oaks, and Newbury Park. **Exhibit 3A, Location Map**, depicts the area in its regional setting.

Camarillo Airport is located three miles southwest of the Camarillo Central Business District. The airport is situated less than one mile south of the Ventura Freeway and seven miles west of the

Pacific Ocean coastline. The Camarillo Hills lie less than one mile north of the airport. The area immediately surrounding the airport is predominately used for agriculture.

Primary airport access is gained via Pleasant Valley Road which is located immediately south of the airport. The airport is bordered to the east by Las Posas Road which links the airport to the Ventura Freeway (U.S. Highway 101) and the City of Camarillo to the north as well as NAWA Point Mugu and the Pacific Coast Highway (U.S. Highway 1) to the south.

**Exhibit 3B, Study Area and Jurisdictional Boundaries**, shows a study area that is generally rectangular with the western boundary following Del Norte Boulevard. The southern boundary extends east along East 5<sup>th</sup> Street. The eastern border follows Carmen Drive north to Las Posas Road.

## **CLIMATE AND WEATHER**

The average annual precipitation in the Camarillo area is 13.3 inches per year. Approximately 87 percent of the average annual precipitation falls from November through March. The average annual temperature is 65.8 degrees Fahrenheit. During the summer, the average temperature is 66.7 degrees, and during the winter months, the average temperature is 54.7 degrees.

The average annual wind speed at Camarillo Airport is 9 miles per hour. The strongest winds typically come out of the southwest.

According to the data obtained from the *1996 Airport Master Plan*, Camarillo Airport operates under Visual Flight Rule (VFR) conditions approximately 84 percent of the time. Instrument Flight Rule (IFR) conditions occur 9.5 percent of the time, and approximately 6.5 percent of the year the airport is closed due to poor weather conditions

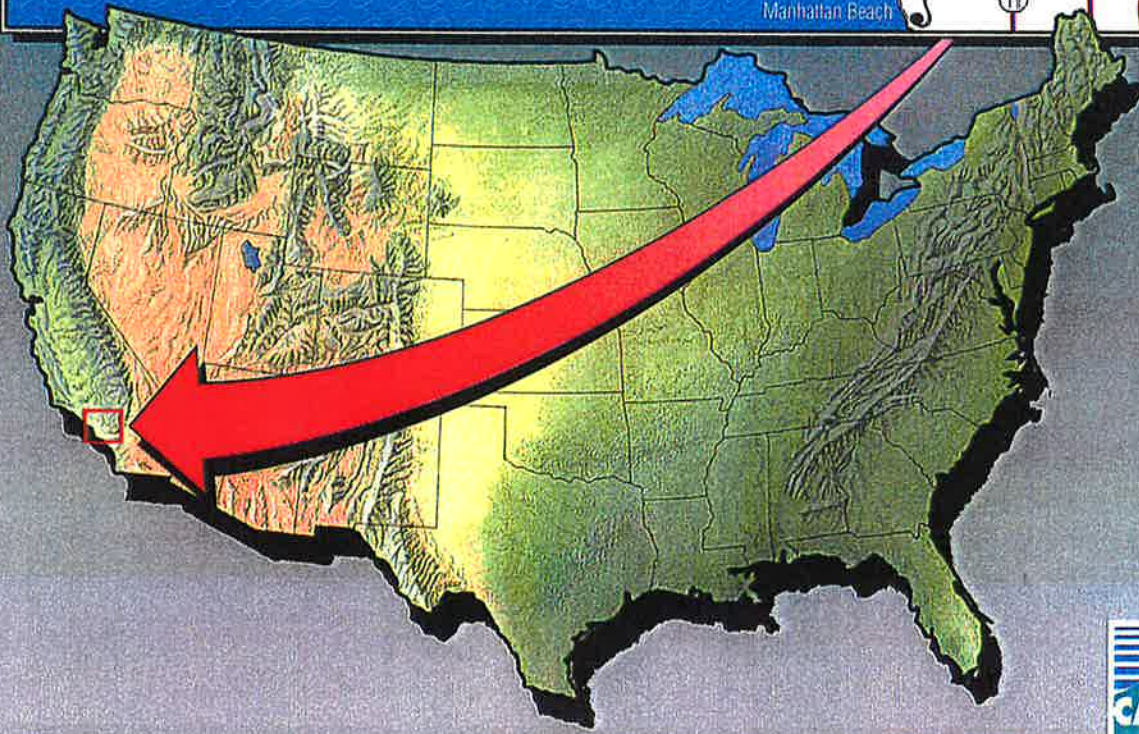
## **AIRPORT DEVELOPMENT HISTORY**

In the spring of 1942, the Public Roads Administration constructed the first landing strip at what is now the Camarillo Airport. In the fall of 1942, the airport was enlarged and upgraded for use by the Army Air Force and the Marine Corps. The Flight Strip portion was returned to Ventura County in 1947, for joint use by the Army, Navy, and California National Guard.

Between 1951 and 1969, Camarillo Airport was used as an Air Force Base (Oxnard Air Force Base). In 1969, Oxnard Air Force Base was declared surplus property by the Federal Government and was subsequently vacated by the Air Force. At that time, the facility was transferred to the County of Ventura for use as a public airport.



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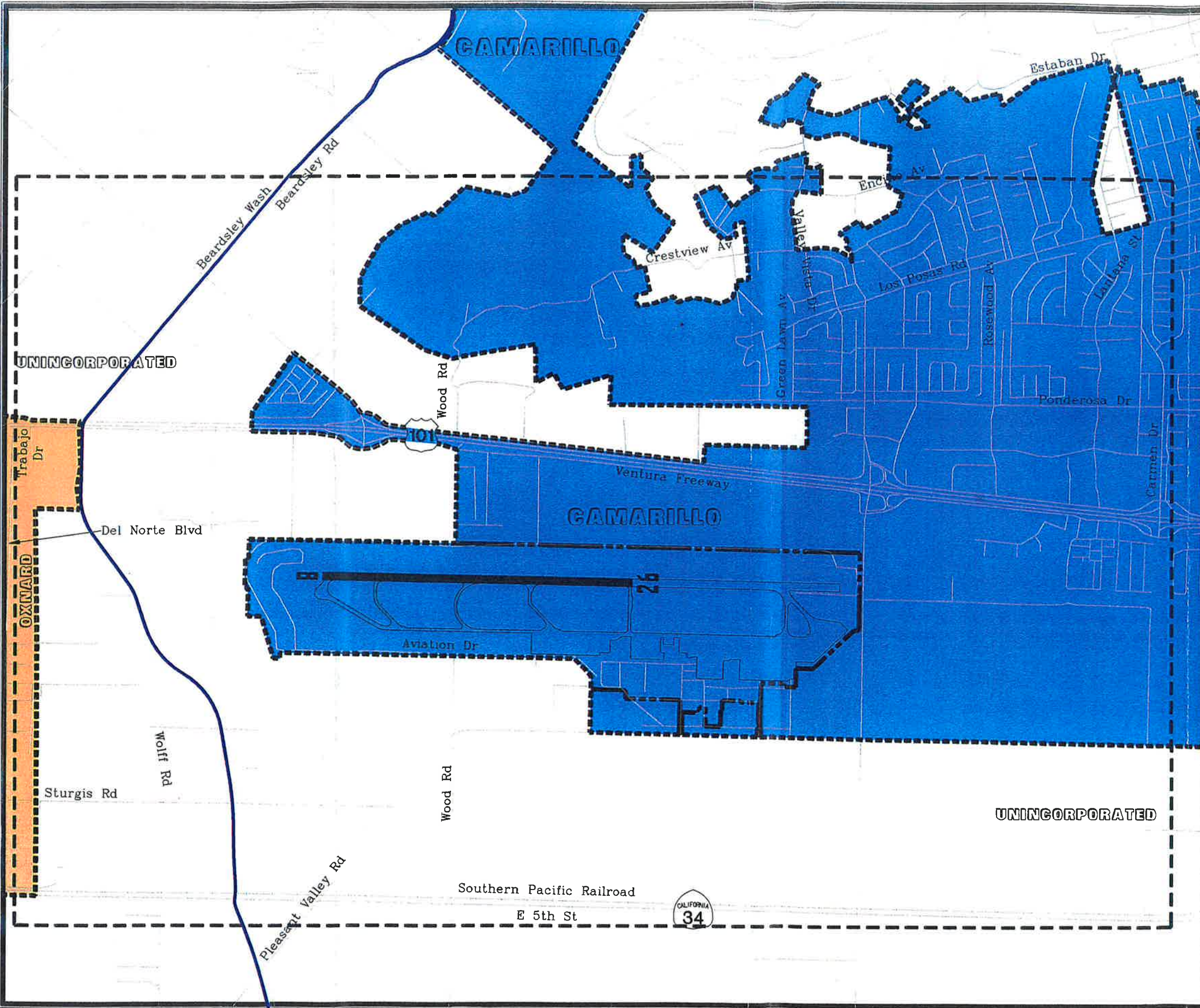
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NOT TO SCALE



Exhibit 3A  
LOCATION MAP





**LEGEND**

- Detailed Study Area
- Municipal Boundary
- Airport Property
- City of Camarillo
- City of Oxnard
- Unincorporated Ventura County

NORTH

0 2000  
SCALE IN FEET

CAMARILLO AIRPORT



The City of Camarillo originally opposed the acquisition of the airport and blocked its opening for seven years. In 1976, the City of Camarillo and the County of Ventura reached an agreement that would allow the airport to open, provided that aircraft operations were restricted to control noise and air pollution. In order to ensure adequate control over the aircraft utilizing Camarillo Airport, the agreement stipulated that the 9,000 foot runway be reduced to 6,000 feet, and that the airport and its operations be governed by a five-member Airport Authority.

## **EXISTING AIRFIELD FACILITIES**

Airfield facilities at Camarillo Airport include a runway, parallel and exit taxiways, lighting, and navigational aids. **Exhibit 3C, Existing Facilities**, illustrates the existing airfield and landside facilities.

A current Airport Layout Plan (ALP) which was developed during the recently completed Master Plan process is shown in **Appendix C**. The ALP illustrates both the existing and ultimate airport facilities.

### **RUNWAY**

Camarillo Airport has a single asphalt runway that is oriented in an east-west direction. Runway 8-26 is 6,010 feet long and 150 feet wide. The runway has a pavement strength of 48,000 pounds Single Wheel Loading (SWL), 65,000 pounds dual wheel loading (DWL), and 110,000 pounds Dual-Tandem Wheel Loading (DTW). The actual runway pavement and overruns extend more than 11,000 feet. Runway 8-26 is also equipped with non-precision runway markings.

### **TAXIWAYS**

The existing taxiway system at Camarillo Airport consists of a full-length parallel taxiway (Taxiway F) with five connecting taxiways. Taxiways A, B, C, D, and E connect the runway to the parallel taxiway. Taxiway A is at a 90-degree angle to the runway. The remaining connecting taxiways are off-set from 90-degrees. The connecting taxiways are constructed of asphalt and the parallel taxiway is constructed of concrete.

### **LIGHTING**

A variety of lighting aids and markings are available at Camarillo Airport to facilitate aircraft operations. These systems are further described below.

## **Identification Lighting**

The location and presence of the airport at night is indicated by a rotating beacon equipped with an optical system that alternatively projects two beams of light, one green and one white. In addition, a lighted wind cone with a segmented circle is located mid-field of Runway 8-26. The wind cone and segmented circle provide the pilot with a visual indication of the wind speed and direction before takeoffs and landings, and also advise the pilot of the aircraft traffic pattern at Camarillo Airport.

## **Approach Lighting**

Approach lighting systems are used to facilitate aircraft landings. They are also adjuncts to electronic navigational aids for the final portion of IFR approaches and visual guides for nighttime approaches under VFR conditions. Approach lighting systems provide the pilot with visual indicators concerning aircraft alignment, roll, height and position relative to the runway threshold.

At Camarillo Airport, Runway 8-26 is equipped with a system of colored lights called Precision Approach Path Indicators (PAPIs). PAPI-2 is a system of two identical light units placed on the left side of the runway in a line perpendicular to the centerline. The boxes are positioned and aimed to produce a signal presentation of two red lights for a low approach, two white lights for a high approach, and a combination of red and white to indicate the aircraft is on the appropriate path.

## **Runway Lighting**

Runway 8-26 is equipped with Medium Intensity Runway Lights (MIRLs) which outline the runway with white lights for nighttime operations or during periods of inclement weather. At Camarillo Airport, the MIRLs are part of a pilot-controlled lighting system.

The runway is also equipped with Runway End Identifier Lights (REILs) on both ends. REILs provide positive and rapid identification of the approach end of the runway. The REIL system consists of two synchronized stroboscopic flasher lights, one on each side of the runway threshold facing the approaching aircraft.

## **Taxiway Lighting**

The taxiway system is equipped with Medium Intensity Taxiway Edge Lights (MITL). These blue lights illuminate the taxiway providing for safe ground operations.

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## **NAVIGATIONAL AIDS**

Navigational aids (navaids) provide direction, range, and position information to pilots. They are usually classified as either enroute or terminal navaids. The enroute navaids provide point-to-point navigation while terminal navaids provide approach and landing guidance. Some navaids can be used in both enroute and terminal roles.

### **Enroute Air Navigation Aids**

Enroute navaids consist of two basic types of equipment, the VOR (Very High Frequency Omnidirectional Range) and the VORTAC (VOR/Tactical Air Navigation). The VOR provides bearing (direction) information to pilots while a VORTAC produces both bearing and distance information. The VOR is commonly linked to a DME (Distance Measuring Equipment) to provide nearly identical service as the VORTAC. Both DME and TACAN (Tactical Air Navigational System) provide slant-range to the station in nautical miles (NM). The VOR, a VHF (Very High Frequency) facility, and the TACAN, a UHF (Ultra High Frequency) facility, are limited to line-of-sight transmissions; their ranges are affected by the altitude of the aircraft.

Camarillo Airport is equipped with an on-site VOR facility accompanied with DME. The beacon transmits a continuous three-letter identifier code, "CMA," using International Morris Code.

Additionally, the Van Nuys VOR/DME and the Ventura VOR/DME are located in the vicinity of Camarillo Airport. The Van Nuys VOR/DME is located approximately thirty nautical miles east of Camarillo Airport; the beacon continuously transmits the three letter identifier code "VNY." The Ventura VOR/DME is located approximately six nautical miles southeast of the Camarillo Airport and broadcasts the three-letter identifier code "VTU."

The Fillmore VORTAC is the only VORTAC located in the vicinity of Camarillo Airport, and is located approximately 15 nautical miles northeast of the airport. The VOR operates on a frequency of 112.5 MHz and the TACAN on Channel 72. The beacon transmits a continuous three-letter identifier code "FIM."

### **Terminal Area Navigation and Landing Aids**

VOR signals used in conjunction with DME fixes ensure adequate terrain and obstruction clearances during final approach to the runway. These approaches use on-board computers to set up way-points at any location within the reception range of the VOR/DME. In addition, the VOR/DME is used for a holding fix or missed approach procedures.

The VOR Runway 26 approach is the only published nonprecision approach listed in the U.S. **Terminal Procedures** for Camarillo Airport. An initial approach fix is defined by the intersection

of Van Nuys VOR/DME radial 260, Fillmore VORTAC radial 132, and the Ventura VOR/DME radial 43 (COOGA Intersection). After reaching the COOGA Intersection, the pilot continues toward the airport descending on a heading of 247 degrees while utilizing the Camarillo VOR/DME until the airport is within visual range. Because this approach is to the airport, and not to a runway end, it is classified as a nonprecision approach.

### **Ultralight Park**

An ultralight flight park is situated on a piece of property 1,200 feet long by 200 feet wide immediately south of parallel Taxiway F. The flight park is served by a gravel and oil runway oriented in a northeast-southwest direction.

## **EXISTING LANDSIDE FACILITIES**

Landside facilities at Camarillo Airport include Fixed Base Operator (FBO) facilities, aircraft hangars, aircraft parking apron, and fuel storage and dispensing equipment. The elements comprising the landside facilities are described below. The landside facilities are essential to the aircraft and pilot/passenger handling functions of the airport.

### **GENERAL AVIATION FACILITIES**

#### **Fixed Based and Speciality Operators**

At present, three full service FBOs serve general aviation customers. Channel Islands Aviation, Western Cardinal, Inc., and Sun-Air Aviation provide complete services for sales, flight training, aircraft rental, aircraft maintenance, and fuel sales.

Camarillo Aircraft Service is a speciality operation situated on the airport. They provide aircraft rental, maintenance, and aircraft charters.

#### **Hangars and Tiedowns**

Camarillo Airport currently has 292 hangar facilities, 122 of which are County-owned and 170 are privately-owned. A majority of the hangars are located near the FBO facilities. The remaining hangars are located south of Taxiway A.

Currently, there are 207 aircraft tie-down positions at various locations on Camarillo Airport. The tie-down positions are allotted for three separate users: based aircraft, FBOs, and transient aircraft (visitors).

### **Fueling Facilities**

The County owns one underground fuel storage tank with a 25,000-gallon storage capacity and is currently in the process of abandoning this tank. The County also owns four above-ground fuel storage tanks, each with 12,000-gallon capacity. A fifth above-ground fuel tank is owned by Sun-Air and also has a 12,000-gallon capacity. Three of the above-ground tanks store Avgas, and the remaining two store Jet A. Fuel is dispensed by the three FBOs who pay a fuel flowage fee to the County.

There is also a fuel "island" located east of the airport traffic control tower for self-fueling. The "island" is owned and operated by Western Cardinal, Inc., which own the 10,000 gallon capacity, above ground Avgas storage tank.

### **Automobile Parking**

In general, each operator at Camarillo Airport provides automobile parking spaces. There are a total of 92 spaces surrounding Channel Islands Aviation, 58 spaces south of The Way Point Cafe, 86 spaces surrounding Western Cardinal, Inc., and 74 spaces in front of the building housing the Ventura County Department of Airports. Parking is also available for the other tenants in the airport's industrial/business park.

### **Administration**

The Ventura County Department of Airports occupies space on the second floor of a building located along Airport Way. The space houses the Director of Airports, the Camarillo Airport Manager, and support staff. The office is responsible for Camarillo Airport as well as Oxnard Airport.

### **Other Facilities**

In addition to the aviation facilities, an industrial/business park and several public safety facilities are located at Camarillo Airport. The industrial/business park is a viable source of income to support airport operations, and is also a significant employer base for the community. The Ventura County Fire Department has a fire station located next to the airfield, southwest of Taxiway A. The station is located within the airport secure area. Vehicles responding to off-airport emergencies exit the secure area through a motorized gate just southwest of the fire station. The Fire Department also

leases space in the industrial/business park for a dispatch center and administration. The Ventura County Sheriff's Department also utilizes space at Camarillo Airport. The department utilizes hangar and apron space for its search and rescue helicopter unit, and also has a Sheriff's training academy on the airport.

## **AIRPORT SUPPORT FACILITIES**

Airport support facilities are those that are not classified as either airside or landside, but do play an important role in the function of Camarillo Airport.

### **Airport Traffic Control Tower**

The Airport Traffic Control Tower (ATCT) is the focal point for controlling flight operations within the airport's designated airspace, and all aircraft and vehicle movements on the airport's runway and taxiways. FAA ATCT facilities include the tower cab, office space, and communications equipment. The ATCT is located approximately midfield just south of Taxiway F.

### **Air Route Traffic Control Center**

The Air Route Traffic Control Center (ARTCC) controls aircraft operating under Instrument Flight Rules (IFR) within controlled airspace, and while in the enroute phase of flight. Twenty-one ARTCCs have been established in the continental United States. The Los Angeles ARTCC located in Los Angeles, California, controls IFR aircraft entering and leaving the Camarillo area. The ARTCC assigns specific routes and altitudes along federal airways to maintain separation and orderly air traffic flow.

### **Radar Air Traffic Control Facility**

The ARTCC delegates certain airspace to local terminal facilities which assume the responsibility for orderly flow of air traffic arriving and departing the major terminals. The Los Angeles ARTCC has delegated airspace to Point Mugu Radar Air Traffic Control Facility (RATCF). The RATCF uses direct radio communications and the latest Automated Radar Terminal tracking system to provide air traffic control services such as radar vectoring, sequencing and separation of IFR aircraft, and traffic advisories for all aircraft.

## **TRANSPORTATION NETWORK**

### **REGIONAL HIGHWAY SYSTEM**

The City of Camarillo lies in close proximity to the interstate freeway system. The Ventura Freeway (U.S. Highway 101) provides access to other major routes within the area including the Pacific Coast Highway (State Route 1), State Route 126, San Diego Freeway, and Simi Valley Freeway. The Ventura Freeway provides direct access to Los Angeles, Burbank, and Santa Barbara.

### **COMPETITIVE MODES**

Other transportation modes available in the proximity of Camarillo include rail, bus, ship, and truck lines. The Camarillo Station of the Metrolink Train provides commuter-rail access to downtown Los Angeles. Amtrak provides passenger rail service and has four daily departures.

Several bus lines provide service throughout Ventura County. Camarillo Area Transit (CAT) provides passengers with connections to other Ventura County cities located to the north and south. Great American Stagelines supply daily connections to Los Angeles International Airport. Greyhound Bus Lines also provide interstate service.

The Port of Hueneme is located twelve miles west of Camarillo. This commercial harbor facility provides access to domestic and foreign ports.

In addition, according to the *Draft Airport Master Plan Update* for Oxnard Airport, the area is served by fifty regularly scheduled truck lines and contract carriers. These motor carriers provide freight handling and hauling to and from the vicinity. Freight also departs the area via railroad. Southern Pacific Railroad provides cargo rail service to the Oxnard area.

## **JURISDICTIONAL AUTHORITY**

Camarillo Airport is located within the incorporated limits of the City of Camarillo, Ventura County, California. It is owned and operated by Ventura County.

***Joint Powers Agreement/Camarillo Airport Authority.*** In 1976, the City and County signed an agreement pertaining to airport development and the surrounding environs. The purpose of the agreement was and is to provide for mutual cooperation and coordination regarding improvements to the airport and land uses in its vicinity through the formation of a "joint powers body" identified as the Camarillo Airport Authority. The Airport Authority is composed of two members of the Ventura County Board of Supervisors, two members of the Camarillo City Council, and a fifth member selected by a majority of the other four members. The individual governments retain

control of their respective areas of jurisdiction. The agreement requires that the Ventura County Board of Supervisors and the Camarillo City Council give full consideration to all recommendations of the Airport Authority and not take any action inconsistent therewith unless by at least a four-fifths vote. This agreement is for perpetuity, or for as long as Ventura County operates Camarillo Airport as a public airport.

The agreement defines an Airport Zone which consists of the area bounded by Highway 34 to the south, the southerly extension of Carmen Drive to the east, Highway 101 to the north, and the western boundary of the Camarillo sphere of interest to the west. The County and City are required to "exercise their police powers" in this area to maintain the compatibility of the land with aviation uses.

***Ventura County Aviation Advisory Commission.*** Created by the Ventura County Board of Supervisors, this Commission advises the Board on matters pertaining to the County-owned airports (Camarillo and Oxnard), and on matters of promotion and advancement of the orderly development of air transportation in Ventura County. The Commission also advises the Ventura County Department of Airports on technical and operational matters pertaining to the airports. Except for urgency and emergency matters and any other matters requiring immediate action by the Board, all matters concerning the County airports or the air transportation system within Ventura County requiring Board action are first referred to the Commission for study and consideration. The Commission is comprised of ten members, two from each County district.

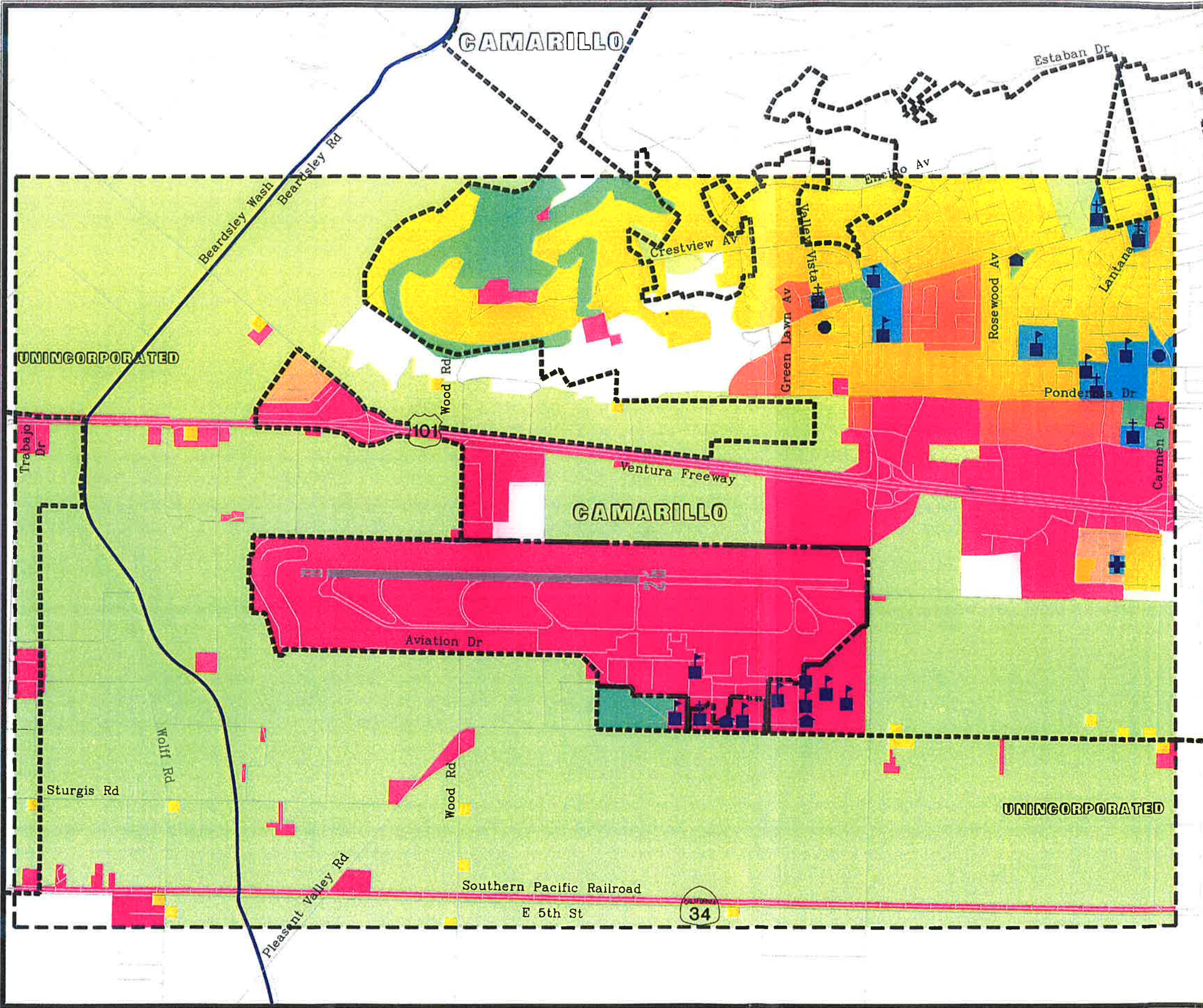
***Airport Land Use Plan Commission.*** California's Public Utilities Code, Sections 21670 et seq., requires County Boards of Supervisors to establish an Airport Land Use Commission (ALUC) in each county with an airport operated for the benefit of the general public. The Ventura County Board of Supervisors designated the County Transportation Commission to serve as the ALUC for the County. ALUCs are required to formulate a comprehensive land use plan for the area surrounding each public use airport and may also formulate a plan for the area surrounding any federal military airport located in the County. These plans provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the ALUC. The plan is based on the airport's long-range master plan. The Ventura County ALUC has an approved comprehensive land use plan for the following four airports: Oxnard Airport, Camarillo Airport, Santa Paula Airport, and NAWS Point Mugu.

## **AREA LAND USE**

### **EXISTING LAND USE**

**Exhibit 3D, Generalized Existing Land Use - 1997**, illustrates existing land uses and the locations of noise-sensitive land uses within the vicinity of Camarillo Airport as determined from a January 1997 aerial photograph and a Fall 1997 field survey. As depicted on **Exhibit 3D**, most of the land

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LEGEND

- Detailed Study Area
- Municipal Boundary
- Airport Property
- Yellow Single-Family Residential
- Red Multi-Family Residential
- Orange Mobile Home
- Pink Commercial, Industrial, Transportation, and Utilities
- Light Green Agriculture
- Dark Green Parks and Open Space
- White Undeveloped
- Blue Noise-Sensitive Institutions
- † Places of Worship
- Ⓜ Schools
- Ⓜ City Auditorium/Community Center/Museum
- Ⓜ Retirement Center/Nursing Home
- Ⓜ Hospital

Source: Aerial Photographs, January 8, 1996, Consultant Field Survey, Fall 1997.







surrounding the airport is primarily used for agricultural purposes. The area north and east of the airport is developed land in the City of Camarillo, and primarily includes residential areas. Commercial and industrial development is concentrated along the Ventura Freeway, immediately north of the airport. Additional residential developments are located east of the airport, along the extended runway centerline.

The City of Oxnard lies west of the airport. This area consists mainly of a large industrial/business district that has been only partially developed. Some residential development is located on the western edge of the City of Oxnard.

Noise sensitive institutions, including schools, places of worship, and a community center are scattered throughout the area, and are illustrated on **Exhibit 3D**.

### **EXISTING ZONING**

The City of Camarillo's *Zoning Ordinance* provides for 14 zoning districts. The zoning districts include one agricultural district, four residential districts, five commercial districts, three industrial districts, and one open space district.

The airport itself lies within the M-1 (Light Manufacturing Zone). This zone is classified as industrial and is substantially taken up by Camarillo Airport. Additional land uses permitted in the M-1 Zone include commercial, office and semi-public purposes. Zones located to the north of the airport include: L-M (Limited Manufacturing Zone) and M-2 (General Manufacturing Zone). The L-M Zone is the most restrictive industrial zone with approval required for any use under a planned development permit; this zone is intended for industrial parks. Of all the manufacturing zones, the M-2 zone permits the heaviest uses. The land in this category is currently either vacant or being used for agriculture. The area immediately south of the landside facilities is zoned as R-E (Rural Exclusive Zone). The majority of the property in this classification is used for agricultural activities. The area to the south and to the west of the airport is classified as A-E (Agricultural Exclusive Zone). This zone is intended for promotion and preservation of agricultural activities.

### **FUTURE LAND USE**

**Exhibit 3E, Future Land Use Per General Plans**, shows the basic pattern for future development of the area per the area's approved General Plans (Camarillo and Ventura County). Land in the northern part of Camarillo, north of Ponderosa Drive, is designated for residential use of varying densities. Land at the interchanges of the Ventura Freeway and Las Posas Road and Central Avenue show commercial development. Land off of the east end of the airport is designated for a combination of commercial, industrial (research and development), and agriculture.

Agriculture is a major industry in Ventura County. The *Ventura County General Plan* establishes policies to encourage the preservation of prime farmland. The County preserves agricultural land by retaining and expanding Greenbelt Agreements. One such agreement is the Oxnard-Camarillo Greenbelt Agreement. This agreement delineates areas between the two cities, land northwest and southwest of the Camarillo Airport, which are declared to be off limits to urban development and preserved for agriculture and open space.

## SOCIOECONOMIC DATA

### POPULATION

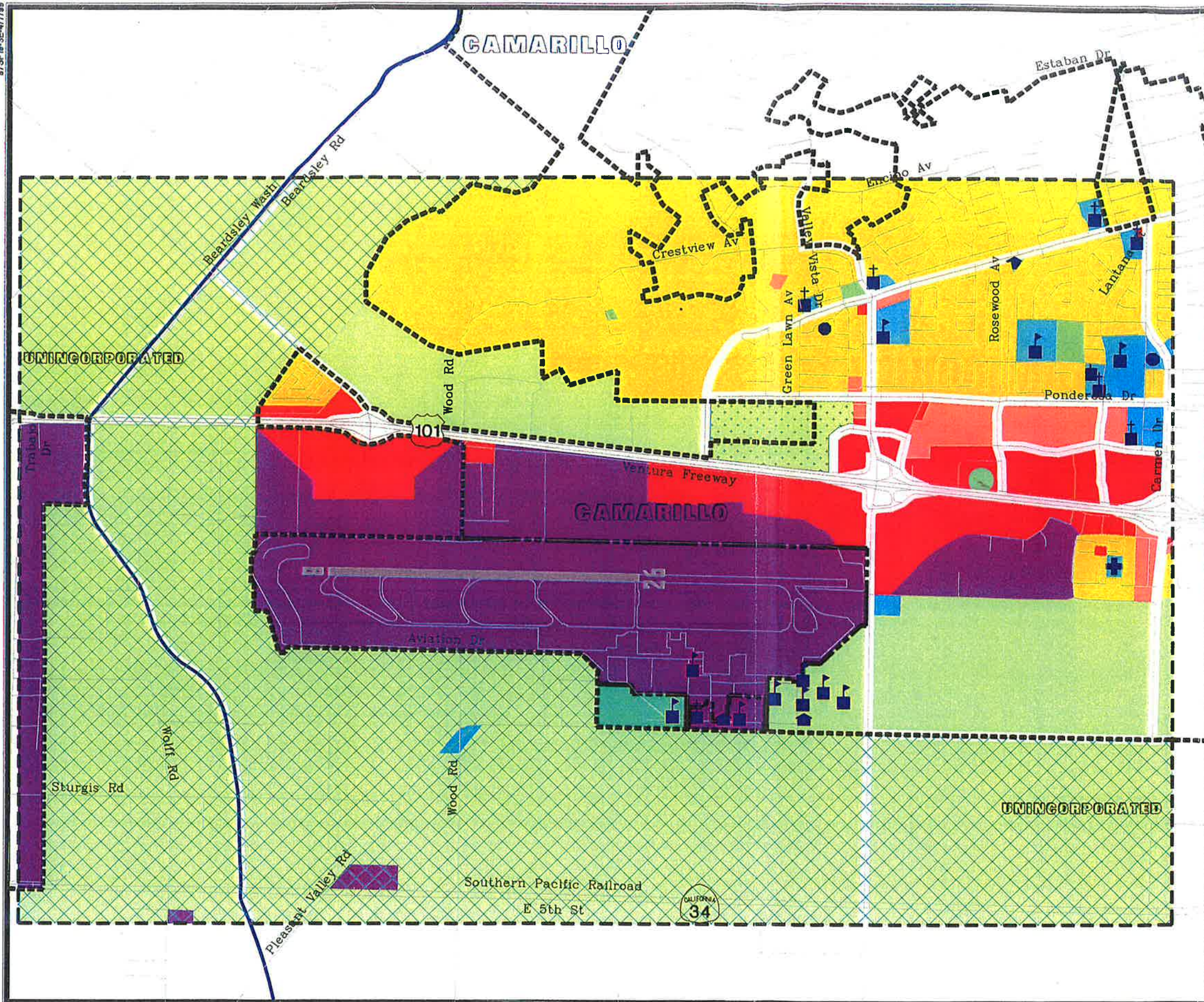
**Table 3A, Ventura County Population Trends**, depicts a comparison of population growth and projections of historical and future population growth between the jurisdictions of Ventura County. These statistics were obtained from the Southern California Association of Governments. As illustrated in the table, many areas in Ventura County, including the City of Camarillo, showed high growth rate numbers during the 1980s. Camarillo grew at an annual percentage rate of 3.3 percent during the 1980s, while the neighboring City of Oxnard grew at an annual rate of 2.7 percent. Ventura County showed strong growth with a 27 percent increase in the 1980s.

Population growth is expected to continue to be strong through 2010. According to **Table 3A**, Camarillo's population is expected to increase by an annual rate of 1.5 percent. Ventura County is expected to continue to grow by an average annual rate of 1.3 percent.

Jurisdiction	Actual			Projection	
	1980	1987	1990	2000	2010
Camarillo	37,812	45,729	52,303	63,148	70,085
Fillmore	9,718	10,891	11,992	16,825	19,019
Moorpark City	4,942	17,581	25,494	39,663	51,444
Ojai	7,163	7,729	7,615	7,628	7,838
Oxnard	108,912	124,283	142,217	155,563	162,866
Port Hueneme	17,329	20,343	20,319	25,446	28,669
Ventura	74,505	87,678	92,575	100,818	127,660
Santa Paula	20,669	23,446	25,063	30,161	33,447
Simi Valley	77,513	94,572	100,219	118,673	135,711
Thousand Oaks	79,865	99,155	104,351	113,863	125,677
Unincorporated	87,390	89,230	86,862	102,098	109,130
<b>TOTAL</b>	<b>525,818</b>	<b>620,637</b>	<b>669,010</b>	<b>773,886</b>	<b>871,546</b>

Source: Southern California Association of Governments; *Draft Airport Master Plan Update* for Camarillo Airport.

97SP19-3E-4/7/99



- LEGEND**
- Detailed Land Use Study Area
  - Municipal Boundary
  - Airport Property
  - Low Density Residential
  - Medium/High Density Residential
  - Commercial
  - Industrial
  - Agriculture
  - Parks/Natural Open Space
  - Public/Semi-Public
  - Places of Worship
  - Schools
  - City Auditorium/Community Center/Museum
  - Retirement Center/Nursing Home
  - Hospital
  - Urban/Planning Reserve
  - Oxnard-Camarillo Greenbelt

Source: City of Camarillo General Plan, 1996,  
City of Oxnard General Plan, 1990.  
Generalized Existing Land Use.





## ECONOMY AND EMPLOYMENT STRUCTURE

As depicted in **Table 3B, Ventura County Employment by Sector 1970-1990**, employment for Ventura County shows a strong increase in employment over the last two decades. The numbers indicate that no one sector has experienced a reduction in the total number of employed, or total jobs during this period. As experienced in many other areas, the numbers do show a shift in the percentage share held by each sector. For example, the service sector has produced the largest increase in employment over the past twenty years. In 1970, the service sector employed 21,792 people, while in 1990, the same sector employed 91,662 people, which correlates into a 420 percent increase. The sector increased from 16.2 percent of the total jobs available to 27.7 percent.

Although no employment sector in Ventura County experienced a loss in the number of jobs, some sectors had experienced a loss in percentage of total employment. For example, in 1970, the government employed 36,734 people, 27.3 percent of the total number of jobs in the county. By the year 1990, 50,964 people were employed by the government, only 15.4 percent of the total job count. Total government jobs increased by 14,230, but the percentage of employment decreased by 11.9 percent.

**TABLE 3B**  
**Ventura County Employment by Sector 1970-1990**

Industry	1970	1980	1990
Agriculture, Mining, Forestry & Fisheries	16,381	22,328	23,505
Construction	5,684	10,955	23,020
Manufacturing	14,065	24,932	35,568
Transportation & Public Utilities	4,516	7,392	13,392
Wholesale Trade	4,299	8,035	13,313
Retail Trade	21,873	35,297	54,832
Finance, Insurance, & Real Estate	9,223	18,682	24,947
Services	21,792	46,462	91,662
Government	36,734	45,695	50,964
<b>TOTAL</b>	<b>134,567</b>	<b>219,778</b>	<b>331,203</b>

Source: *Draft Airport Master Plan Update for Camarillo Airport, 1996.*

## INCOME

Per Capita Personal Income (PCPI) for Ventura County has increased since 1980. Information obtained from the United States Department of Commerce Economics and Statistics Administration indicate that in 1980, Ventura County had a per capita income of \$11,133. In 1992, the per capita income in Ventura County had increased to \$21,977. This ranked 13<sup>th</sup> in the state and measured 106 percent of the State's average and 109 percent of the country's average.

During the 1980's, PCPI for Ventura County increased by 90 percent, a larger increase than experienced in either the state or country.

## ENVIRONMENTAL JUSTICE ISSUES

In accordance with the recently approved *Executive Order (EO) 12989, Federal Action to Address Environmental Justice in Minority Populations and Low Income Populations (1994)*, information was obtained regarding the presence of minorities and/or low income persons in the vicinity of the airport.

**Table 3C, Race and Income Statistics**, provides information derived from the 1990 U.S. Census of Population and Housing. Information was obtained for Ventura County and the census tract which encompasses the airport site. According to the table, the racial mix in the census tract containing the airport site is similar to that of the County as a whole. The census tract does, however, contain a greater percentage of population below the poverty level, a slightly lower median family income, and a slightly higher per capita income than the City of Camarillo as a whole.

**Table 3C  
Race and Income Statistics  
Camarillo Airport**

	Ventura County	City of Camarillo	Census Tract #56 <sup>2</sup>
<b>RACE</b>			
Total Population	669,016	54,013	6,515
Whites	529,166	46,261	5,643
Blacks	15,629	1,040	72
American Indian	4,909	325	56
Asian	34,579	3,358	279
Other	84,733	3,029	465
Percent of Population <sup>1</sup>			
White	79%	86%	87%
Hispanic	26%	13%	16%
<b>INCOME</b>			
Median Household Income	\$50,091	\$53,295	\$50,062
Per Capita Income	\$17,861	\$19,930	\$20,082
Percent of Persons Below Poverty Level	7.3	4.4	5.4
Persons per Household	2.6	2.39	2.08
Notes: <sup>1</sup> Numbers may not add due to classification of "Hispanic Origin" which may include individuals who classify themselves as white as well.			
<sup>2</sup> Census Tract #56 encompasses the airport and airport environs.			
Source: 1990 Census			





## **Chapter Four**

# **ENVIRONMENTAL CONSEQUENCES**

---

### ***INTRODUCTION***

This chapter provides specific detail of the existing conditions on and around the airport as related to each environmental category for the purpose of determining the environmental consequences of the Proposed Action compared with the Existing Condition and No Action alternatives. Where necessary, mitigation measures are discussed which would reduce or eliminate anticipated environmental impacts. The chapter is divided into two subsections: potentially significant issues and issues found not to be significant, based on the results of the *Initial Study* (see **Appendix A**). The following discussion address each of the specific impact categories outlined by *FAA Order 5050.4A, Airport Environmental Handbook, State CEQA Guidelines, County of Ventura Administrative Supplement to State CEQA Guidelines, and Ventura County Initial Study Assessment Guidelines*.

To comply with both NEPA and CEQA requirements, two different threshold criteria are used in this analysis to determine the impacts of the Proposed Action. The NEPA analysis bases the determination of significance on a comparison of the Proposed Action to the No Action alternative. The CEQA analysis bases significance on a comparison of the Proposed Action to the Existing Condition (*State CEQA Guidelines, Section 15125*). Where the impacts are the same, the Proposed Action is not considered to result in significant impacts. Where the impacts are different, the impacts of the Proposed Action may be beneficial, less-than-significant, or significant, based on thresholds defined in each subsection.

Cumulative impacts of the Proposed Action are also evaluated. According to the revised *State CEQA Guidelines* (October 26, 1998), “a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. The EIR is not required to discuss impacts which do not result in part from the project evaluated in the EIR” (Section 15130(a)(1)). The revised *State CEQA Guidelines* further indicate that “a project’s contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact” (Section 15130(a)(3)). Cumulative impacts may also be classified as *de minimus*, and thus not significant, if the environmental conditions would essentially be the same whether or not the proposed project is implemented (Section 15130(a)(4)).

## ***SECTION I: POTENTIALLY SIGNIFICANT ISSUES***

Impacts from either the Proposed Action or No Action alternatives which were found to be potentially significant through either the Initial Study process or during the preparation of this document, are evaluated below. These issues include: noise, compatible land use, social impacts, geologic hazards, traffic and circulation, air quality, water supply and quality, historical and cultural resources, floodplains, and construction impacts.

### **NOISE**

Aircraft sound emissions are often the most noticeable environmental effect an airport will produce on a surrounding community. If the sound is sufficiently loud or frequent in occurrence, it may interfere with various activities or otherwise be considered objectionable. To determine noise related impacts that the proposed project could have on the environment surrounding the airport, noise exposure patterns must be analyzed for projected future aviation activity.

#### **AIRCRAFT NOISE ANALYSIS METHODOLOGY**

The standard methodology for analyzing the prevailing noise conditions at airports involves the use of a computer simulation model. The Federal Aviation Administration (FAA) has approved two models for use in analyzing aircraft noise -- NOISEMAP and the Integrated Noise Model (INM). NOISEMAP is used most often at military airports, while the INM is most commonly used at civilian airports and was, therefore, used here.

The INM was developed by the Transportation Systems Center of the U.S. Department of Transportation at Cambridge, Massachusetts. It is undergoing continuous refinement. The model is designed as a conservative planning tool, tending to slightly overstate noise. The model and its database are periodically updated based on the philosophy that each version should err on the side of over prediction while each subsequent update moves closer to reality. Version 5.1 is the version used for the noise analysis described in this document.

The INM works by defining a network of grid points at ground level around the airport. It then selects the shortest distance from each grid point to each flight track and computes the noise exposure for each aircraft operation, by aircraft type and engine thrust level, along each flight track. Corrections are applied for air-to-ground acoustical attenuation, acoustical shielding of the aircraft engines by the aircraft itself, and aircraft speed variations. The noise exposure levels for each aircraft are then summed at each grid location. The cumulative noise exposure levels at all grid points are then used to develop noise exposure contours for selected values (e.g., 60, 65, 70, and 75 CNEL). Noise contours can be plotted using the Leq or CNEL metrics.

Leq is the abbreviation for the “equivalent sound level”. It reflects the steady A-weighted sound level over any specific period that has the same acoustic energy as the fluctuating noise during that period. Leq does not make any adjustments for increased noise sensitivity during evening or nighttime. CNEL reflects the A-weighted sound levels at a given point over a 24-hour period which exceed a prescribed value. A 4.77 decibel weighting factor (penalty) is applied to evening noise events (7:00 p.m. to 10:00 p.m.) And a 10 decibel weighting factor is applied to nighttime noise events (10:00 p.m. to 7:00 a.m.). The CNEL metric is required by California law for use in airport noise studies.

In addition to the mathematical procedures defined in the model, the INM has another very important element. This is a data base containing tables correlating noise, thrust settings, and flight profiles for most of the civilian aircraft, and many common military aircraft, operating in the United States. This data base, often referred to as the noise curve data, has been developed under FAA guidance based on rigorous noise monitoring in controlled settings. In fact, the INM database was developed through more than a decade of research including extensive field measurements of more than 10,000 aircraft operations.

The database also includes performance data for each aircraft to allow for the computation of airport-specific flight profiles (rates of climb and descent).

## INM INPUT

A variety of user-supplied input data is required to use the Integrated Noise Model. This includes the airport elevation, average annual temperature, airport area terrain, a mathematical definition of the airport runways, the mathematical description of ground tracks above which aircraft fly, and the assignment of specific aircraft with specific engine types at specific takeoff weights to individual flight tracks. In addition, aircraft not included in the model's data base may be defined for modeling, subject to FAA approval.

*Activity Data.* For this analysis, current aircraft operations (takeoffs and landings) data and forecasts of future short-term (2003) and long-term (2018) activity prepared for this study were used for noise modeling. These are briefly summarized in **Table 4A, Operations Summary**. (Note: these numbers are different from those used in the *Draft Airport Master Plan Update*, which was completed based on activity data from 1994 (see Forecasts section in **Chapter One**). FAA requires the use of the most current available data for the noise analysis in NEPA and *Federal Aviation Regulation, Part 150*, documentation; therefore, 1997 operations numbers were used here.)

Average daily aircraft operations were calculated by dividing total annual operations by 365 days. The distribution of these operations among various categories, users, and types of aircraft is critical to the development of the input model data.

<b>TABLE 4A Operations Summary</b>			
<b>Operations</b>	<b>Existing (1997)<sup>1</sup></b>	<b>No Action and Proposed Action</b>	
		<b>2003<sup>2</sup></b>	<b>2018<sup>2</sup></b>
<b>Itinerant</b>			
Air Taxi	1,835	2,300	3,300
General Aviation	89,708	92,000	132,000
Military	37	2,500	2,500
Subtotal	91,580	96,800	137,800
<b>Local</b>			
General Aviation	74,764	101,480	144,480
Helicopter	12,000	16,520	23,520
Ultralight	10,000	10,000	10,000
Subtotal	96,764	128,000	178,000
<b>Total</b>	<b>188,344</b>	<b>224,800</b>	<b>315,800</b>
Notes: <sup>1</sup> Based on airport traffic control tower operation records from November 1996 through October 1997 <sup>2</sup> Forecast operation levels from the <i>Draft Airport Master Plan Update</i>			

**Fleet Mix.** The selection of individual aircraft types is important to the modeling process because different aircraft types generate different noise levels. The business jet and turboprop fleet mix was developed based on airport landing fee reports for aircraft weighing more than 12,500 pounds. The smaller prop aircraft fleet mix was developed using a based aircraft list provided by airport staff. **Table 4B, Fleet Mix Data**, summarizes the fleet mix data input into the noise analysis by annual aircraft operations.

**Database Selection:** In order to select the proper aircraft from the INM database, a review of the current fleet mix for Camarillo Airport was conducted.

Fixed wing aircraft in the air taxi category include the Beech Super King Air, Beech- 20, Beech-90, Cessna 441, Beech-95, Cessna 200, 300, 400 series, Piper 28, 31, and 32 aircraft. The INM designator DHC6 was used to model the Beech Super King Air. The CNA441 INM designator was used to represent the twin engine turboprops Beech- 20, Beech-90, and the Cessna 441. The Beech-95, Cessna 200, 300, 400 series, Piper 28, 31, and 32 aircraft were modeled with twin engine INM designator BEC58P.

Helicopters in the Camarillo fleet mix include the Bell 206, UH-1, and Robinson 22. Helicopter data for these aircraft were extracted from the FAA's Heliport Noise Model (HNM) to simulate the helicopter air taxi and general aviation activity.

**TABLE 4B**  
**Fleet Mix Data**

	No Action and Proposed Action		
	1998	2003	2018
<b>Itinerant Operations</b>			
Air Taxi			
Beech Super King Air	1,000	1,200	1,500
Twin Engine Turboprop	535	600	1,000
Twin Engine	300	400	800
General Aviation			
Lear-25	179	213	0
Gulfstream III	179	213	0
Lear-35	179	213	1,061
Citation 500 Series	179	213	1,061
Gulfstream IV	179	213	772
DC-6 (Constellation)	179	194	138
DC-3	718	774	552
Beech Super King Air	795	930	2,358
Twin Engine Turboprop	5,729	5,854	10,540
Twin Engine	14,965	16,850	22,543
Light Single - Variable Pitch Propeller	30,529	30,579	41,381
Light Single - Fixed Pitch Propeller	30,529	30,579	41,381
Bell-206 Helicopter	2,154	2,210	4,185
Robinson-22 Helicopter	2,135	2,710	4,685
UH-1 Helicopter	1,080	1,355	2,343
Military			
Twin Engine Turboprop	18	1,000	1,000
Bell-206 Helicopter	19	500	500
Subtotal Itinerant	91,580	96,800	137,800
<b>Local Operations</b>			
General Aviation			
Light Twin	4,486	6,088	8,668
Light Single - Variable Pitch Propeller	35,139	47,696	67,906
Light Single - Fixed Pitch Propeller	35,139	47,696	67,906
Bell-206 Helicopter	6,000	7,260	10,760
Robinson-22 Helicopter	5,994	8,260	11,760
Ultralight	10,000	10,000	10,000
Military			
Bell-206 Helicopter	6	1,000	1,000
Subtotal Local	96,764	128,000	178,000
<b>Total</b>	<b>188,344</b>	<b>224,800</b>	<b>315,800</b>

The INM provides data for most of the business turbojet aircraft that frequent Camarillo. The LEAR25 effectively represents the Lear 23 and 24 series aircraft. INM designator GIIB was used to model the Gulfstream III. The LEAR35 effectively represents the Lear 30 and 50 series aircraft. The Gulfstream IV was modeled with the INM designator GIV.

The FAA's substitution list indicates that the general aviation single engine variable pitch propeller model, the GASEPV, represents a number of single engine general aviation aircraft. Among others these include the Beech Bonanza, Cessna 177 and 180, Piper Cherokee Arrow, Piper PA-32, and the Mooney. The general aviation single-engine fixed pitch propeller model, the GASEPF, also represents several single-engine general aviation aircraft. These include the Cessna 150 and 172, Piper Archer, Piper PA-28-140 and 180, and the Piper Tomahawk.

The list recommends the BEC58P, the Beech Baron, to represent the light twin-engine aircraft such as the Piper Navajo, Beech Duke, Cessna 31, and others. The CNA441 effectively represents the light turboprop and twin-engine piston aircraft such as the King Air, Cessna 402, Gulfstream Commander, and others.

Military operations at Camarillo are minimal and constitute less than 1 percent of the total annual operations at the airport. For modeling purposes the operations were divided between the Beech King Air and the Bell 206 helicopter. The INM DHC6 was used for the Beech King Air and the helicopter data was extracted from the HNM to simulate the helicopter activity.

These choices are in accordance with the Pre-Approved Substitution List published by the FAA Office of Environment and Energy (AEE) branch in Washington.

*Time-of-day.* The time-of-day at which operations occur is important as input to the INM due to the extra weighting of evening (7:00 p.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) flights. In calculating airport noise exposure, one evening operation has the same noise emission value as three daytime operations by the same aircraft (a weight of 4.8 extra decibels). One nighttime operation has the same noise emission value as 10 daytime operations (a weight of 10 extra decibels).

Evening operations were determined using the airport control tower activity records. The tower closes at 9:00 p.m. An additional 33 percent was added to the evening percentage to account for the hour of evening activity not recorded.

Airport nighttime activity logs (August 8 to November 11, 1997) were used to determine nighttime percentages by aircraft type. **Table 4C, Time of Day** summarizes the time-of-day percentages used in this analysis.

**TABLE 4C**  
**Time of Day**

Aircraft Type	Existing Condition, No Action, and Proposed Action			
	Evening Percentage <sup>1</sup>		Night Percentage <sup>2</sup>	
	Departure	Arrival	Departure	Arrival
Air Taxi/Business Jet	1.0%	1.0%	1.0%	1.0%
General Aviation				
Multi-Engine	6.6%	6.6%	2.0%	2.0%
Single Engine	6.6%	6.6%	2.0%	2.0%
CAF/Constellation	5.0%	5.0%	5.0%	5.0%
Ultralight	5.0%	5.0%	0.0%	0.0%
Helicopter				
Agriculture	5.0%	5.0%	5.0%	5.0%
Sheriff	10.0%	10.0%	5.0%	5.0%
Transient	5.0%	5.0%	1.0%	1.0%
Local				
General Aviation	6.0%		2.0%	
Rotor	5.0%		1.0%	

Source: <sup>1</sup> Airport control tower records  
<sup>2</sup> Airport nighttime activity logs August 20 to November 11, 1997

**Runway Use.** Runway usage data is another essential input to the INM. For modeling purposes, wind data analysis usually determines runway use percentages. However, wind analysis provides only the directional availability of a runway and does not consider pilot selection, primary runway operations, or local operating conventions. Continuous records of the runway usage at Camarillo Airport are not kept by the airport traffic control tower. Tower staff indicated that approximately 85 percent of the aircraft arrive and depart on Runway 26 (i.e., arrive from the east and depart to the west).

**Flight Tracks.** Flight track data was derived from discussions with airport traffic controllers and airport users. These discussions were used to develop consolidated flight tracks which describe the average flight route corridors that lead to and from Camarillo Airport.

Although the consolidated flight tracks appear as distinct paths, they actually represent average flight routes and illustrate the areas of the surrounding community where aircraft operations can be expected most often. At a highly utilized general aviation airport such as Camarillo Airport, aircraft traffic is expected over most areas around the airport. The density of air traffic generally increases closer to the airport as it is funneled to and dispersed from the runway system. While the observed tracks indicated variances from track to track, there were readily discernable areas of common overflights. The consolidated tracks were developed to reflect these common patterns and to account for the inevitable flight track dispersions around the airport.



**Exhibit 4A, Departure Tracks**, illustrates the consolidated flight tracks used for modeling noise exposure generated by departing aircraft at Camarillo. The tracks indicated on the exhibit range in use by small to large general aviation aircraft. Typically, aircraft departing Camarillo Airport desire a north/northwest, east/northeast, or south/southeast departure route. These tracks would be typical for the existing condition and future year conditions, either with or without the Proposed Action.

As depicted on the exhibit, aircraft departing Runway 8 with a north/northwest destination have various alternative routes. Some aircraft turn right after departure, gain altitude and maintain the airport traffic pattern through the downwind leg. Once the downwind leg is completed and the aircraft is traveling west past the Runway 8 threshold, the aircraft turns to the north/northwest. The exhibit also depicts a similar but expanded track for use by larger business jet and turboprop aircraft. Small aircraft with a north/northwesterly destination from Runway 8 also turn left near Las Posas Road, circling back to the west then ultimately turning to the north/northwest. Aircraft departing Runway 8 with a east/northeast destination depart straight out according to their instructed heading. Aircraft with south/southeasterly destinations depart Runway 8 then turn to the south.

Aircraft departing Runway 26 with a west or northwesterly destination depart the runway and turn to their instructed heading. Aircraft with an easterly destination, especially larger aircraft, may elect to depart the runway, turn to the northwest, and turn back to the east in the vicinity of the Saticoy bridge. South, southeast, and easterly departures are generally accomplished with a left turn after departing Runway 26 and maintaining the airport traffic pattern. Aircraft then elect to depart from the airport traffic pattern at a desirable location.

The consolidated arrival flight tracks for Camarillo Airport are presented on **Exhibit 4B, Arrival Tracks**. Generally, the arrival tracks mirror the departing tracks with few exceptions. Aircraft arriving on Runway 8 can approach straight-in from the north/northwest or west, or enter in the traffic pattern from the east, south/southeast. Again, these tracks would be typical for the existing condition and future year conditions, either with or without the Proposed Action.

Aircraft arriving on Runway 26 from the northwest travel into a traffic pattern north or south of the runway. Aircraft approaching from the east arrive via the published VOR or GPS approach or make an approach over the runway making a descending left turn into the airport traffic pattern.

Illustrated on **Exhibit 4C, Helicopter and Touch-and-Go Tracks**, are the helicopter arrival and departure tracks as well as the touch-and-go pattern tracks. Helicopters operated by the Ventura County Sheriff's Department follow departure and arrival tracks delineated in the letter of agreement. In general, these helicopters depart from Hangar 3 to one of the following four visual checkpoints, or fixes: Bean Barn Fix (west, south, southwest), Hospital Fix (south/southeast), 3M Fix (east/southeast), or Central Fix (west, north, northeast, or northwest). Tower personnel have indicated that the arrivals and departures associated with a fifth fix, the City Fix, are rarely used.

Helicopters equipped for aerial agricultural pesticide/fertilizer application are based at the airport. They arrive and depart an area immediately north and east of the triangular hangar configuration on

the east side of the airport. These rotorcraft typically depart/arrive the airport to/from farm fields to the south/southeast, west/southwest, and north/northwest.

Transient helicopters generally depart/arrive the airport from the northwest, east, and south. These rotorcraft operate to/from a designated helipad immediately north of the parallel taxiway and west of the T-hangars lining the north side of the parallel taxiway. As depicted on **Exhibit 4C, Helicopter and Touch-and-Go Tracks**, the touch-and-go tracks for Runway 8 and 26 both follow a pattern south of the runway. Helicopters currently utilize an area on the parallel taxiway west of the airport traffic control tower for touch-and-go training. Helicopter training patterns are also maintained to the south of the runway, inside of the fixed-wing aircraft traffic pattern.

The Proposed Action provides for an additional helicopter training pattern on the north side of the airfield, depicted as TG5/TG6 on the exhibit. As the necessary helipads are proposed in the long-term time frame, these tracks are only applicable under the long-term scenario. During the short-term and under the long-term's No Action alternative, helicopter training activity would be limited to the south side of the airfield, as depicted as TG3/TG4 on the exhibit.

**Assignment of Aircraft To Flight Tracks:** The final step in developing input data for the INM model is the assignment of aircraft to specific flight tracks. Prior to this step, specific flight tracks, runway utilization and operational statistics for the various aircraft models using Camarillo Airport were evaluated.

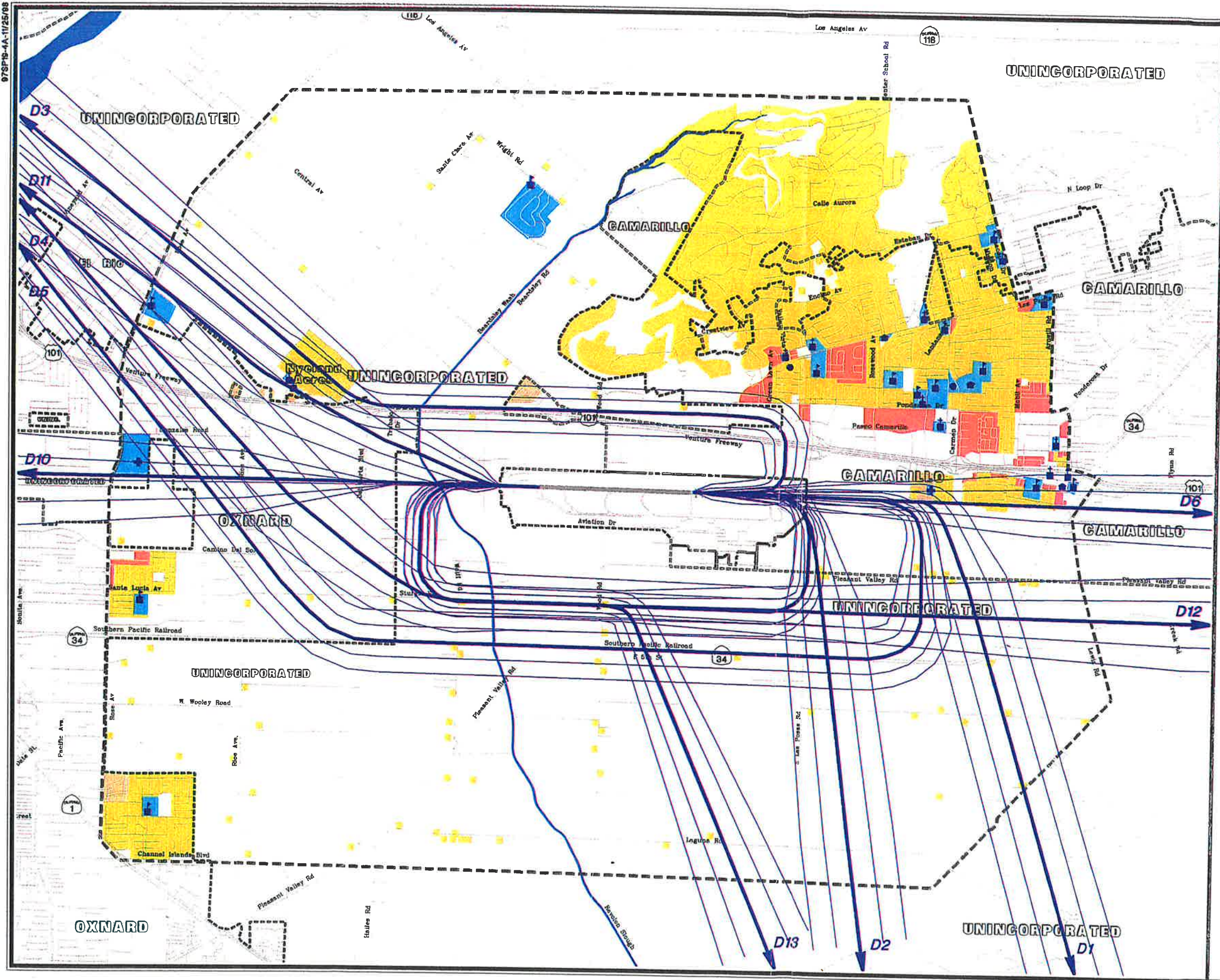
A review of tower observations and records used to delineate the consolidated flight corridors were also used to identify the proportion of traffic using each consolidated flight track. This analysis resulted in a percentage of use for each flight track. These percentages were then used to assign the different aircraft types to the flight tracks. These assignments resulted in the majority of the traffic being assigned to the arrival east of the airport and departure tracks west of the airport. This is in keeping with the standard procedures at Camarillo. Helicopter traffic and touch-and-go traffic were also assigned to tracks based on the same methodology.

To determine the specific number of aircraft assigned to any one flight track, a long series of calculations was performed. In general, the number of specific aircraft of one group was factored by runway utilization and flight track percentage. The process of track assignments continued until all operations, in all directions, by all types of aircraft using the airport had been evaluated.

**Flight Profiles.** The standard arrival profile used in the INM program is a three-degree approach. Conversations with air traffic controllers, the airport management, and the local FBO gave no indication that there was any variation on this standard procedure at Camarillo; therefore, the standard approach included in the model was used as representative of local operating conditions.

INM Version 5.1 which was used in this analysis actually computes the takeoff profiles based on the user-supplied airport elevation and the average annual temperature entries in the input batch. At Camarillo Airport, the elevation is 75 feet Mean Sea Level (MSL) and the average annual temperature is 65.8 degrees F. If other than standard conditions (temperature of 59 degrees F. and

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**LEGEND**

- Detailed Land Use Study Area
- Municipal Boundary
- Airport Property
- Consolidated Departure Track Spines
- Sub-Departure Tracks
- Single-Family Residential
- Multi-Family Residential
- Mobile Home
- Noise-Sensitive Institutions
- Places of Worship
- Schools
- City Auditorium/Community Center/Museum
- Retirement Center/Nursing Home
- Hospital

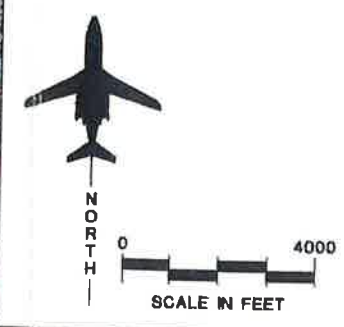
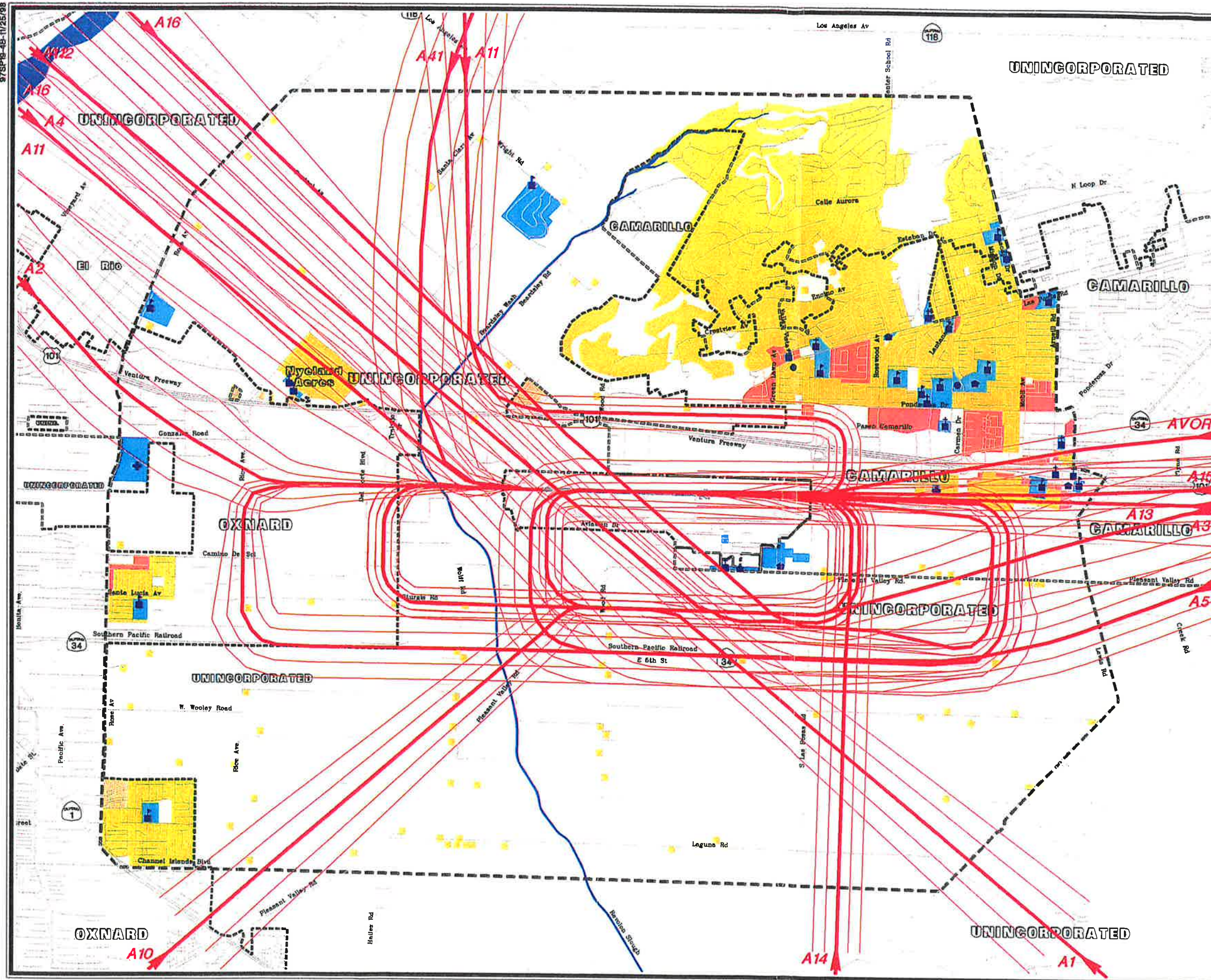


Exhibit 4A  
DEPARTURE TRACKS



97SP19-4B-11/25/98



### LEGEND

- Detailed Land Use Study Area
- Municipal Boundary
- Airport Property
- Consolidated Arrival Track Spines
- Sub-Arrival Tracks
- Single-Family Residential
- Multi-Family Residential
- Mobile Home
- Noise-Sensitive Institutions
- Places of Worship
- Schools
- City Auditorium/Community Center/Museum
- Retirement Center/Nursing Home
- Hospital

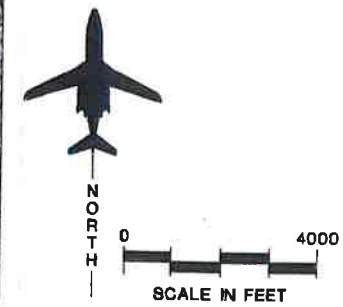
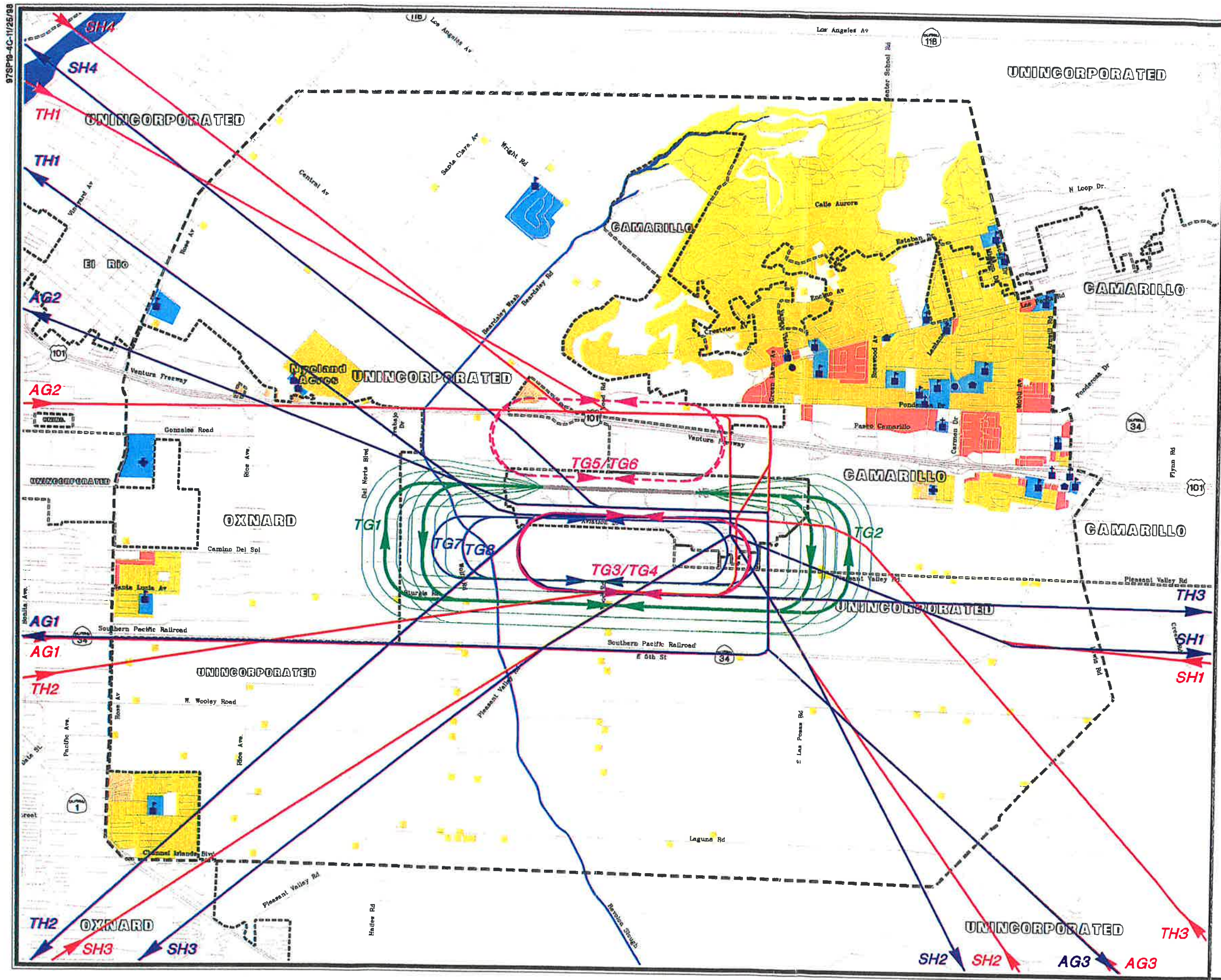


Exhibit 4B  
ARRIVAL TRACKS



97SP-4C-11/25/88



### LEGEND

- Detailed Land Use Study Area
- - - Municipal Boundary
- Airport Property
- Consolidated Touch-And-Go Track Spines
- Sub Touch-And-Go Tracks
- Ultralight Touch-And-Go Tracks
- Helicopter Touch-And-Go Tracks
- Future Helicopter Touch-And-Go Tracks
- Helicopter Arrival Tracks
- ← Helicopter Departure Tracks
- Single-Family Residential
- Multi-Family Residential
- Mobile Home
- Noise-Sensitive Institutions
- ⛪ Places of Worship
- 🎓 Schools
- 🏛️ City Auditorium/Community Center/Museum
- 🏠 Retirement Center/Nursing Home
- 🏥 Hospital

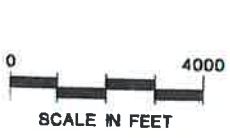


Exhibit 4C  
HELICOPTER AND TOUCH-AND-GO TRACKS





elevations of zero feet MSL) are specified by the user, the profile generator automatically computes the takeoff profiles using the airplane performance coefficients in the data base and the equations in the Society of Automotive Engineers Aerospace Information Report 1845 (SAE/AIR 1845).

The INM computes separate departure profiles (altitude at a specified distance from the airport with associated velocity and thrust settings) for each of the various types of aircraft using the airport

## EXISTING CONDITIONS

Output data selected for calculation by the INM were annual average noise contours in CNEL. FAA Order 5050.4A recognizes the 65 CNEL contours as the threshold of significant impact, indicating that land areas outside of the 65 CNEL contour are considered compatible with airport noise. The *Ventura County Comprehensive Land Use Plan* prohibits residential and outdoor amphitheaters in areas exposed to noise above 65 CNEL. Between 60 and 65 CNEL outdoor amphitheaters and mobile home parks are prohibited. Other residential uses, hotels, motels, and noise-sensitive institutions are conditionally acceptable (subject to an analysis of noise reduction requirements). (See **Chapter Five** for more information regarding the *Ventura County Comprehensive Land Use Plan*.) The City of Camarillo recognizes the 65 CNEL contour as the threshold of significance, indicating that auditoriums, concert halls, and amphitheaters are normally unacceptable within this contour. Other noise-sensitive land uses are only conditionally acceptable (see discussion in following section: Compatible Land Use).

The 60 CNEL noise contour is also provided to illustrate an area where some residents may be marginally affected by aircraft noise. Because noise does not stop at the 65 CNEL boundary, this area (the 60-65 CNEL contour band) acknowledges that some residents outside of the 65 CNEL contour may still consider themselves affected by noise. "Marginally affected" is a phrase accepted by the FAA for describing impacts in this area and its identification and use is consistent with the *Draft FAR Part 150 Noise Compatibility Plan* for Camarillo Airport.

**Exhibit 4D, 1997 Noise Exposure**, presents the plotted results of the INM contour analysis for 1997 conditions using input data described in the preceding pages. The surface areas within each contour are presented in **Table 4D, Comparative Areas of Noise Exposure**. Land uses in these areas are described in the Compatible Land Use section of this chapter and are not discussed here.

The overall shape of the noise pattern around the airport reflects the prevalence of departures on Runway 26. The contours are longer and wider to the west reflecting the higher portion of departures in this direction. A small extension of the 60 CNEL noise contour is present to the south reflecting the helicopter activity. A small node in the 65 CNEL noise contour is caused by the ultralight aircraft operating from a small strip of pavement south of the parallel taxiway.

<b>TABLE 4D Comparative Areas of Noise Exposure</b>					
<b>CNEL Contour</b>	<b>Area in Square Miles</b>				
	<b>1997</b>	<b>No Action</b>		<b>Proposed Action</b>	
		<b>Short-Term</b>	<b>Long-Term</b>	<b>Short-Term</b>	<b>Long-Term</b>
60	1.12	1.26	1.20	1.26	1.22
65	0.51	0.57	0.53	0.57	0.52
70	0.23	0.26	0.25	0.26	0.26
75	0.11	0.13	0.10	0.13	0.10

To the south and east, the 60 CNEL contour remains on airport property. The 60 CNEL extends approximately 3,000 feet west of the airport. The 60 CNEL contour bows out approximately 1,000 feet from airport property on the north.

The 65 CNEL noise contour has a similar shape to the 60 CNEL contour. Small portions of the 65 CNEL noise contour extend off airport property to the north and west

The 70 and 75 CNEL noise contours remain close to the runway and are elongated about the runway centerline. These contours remain on airport property.

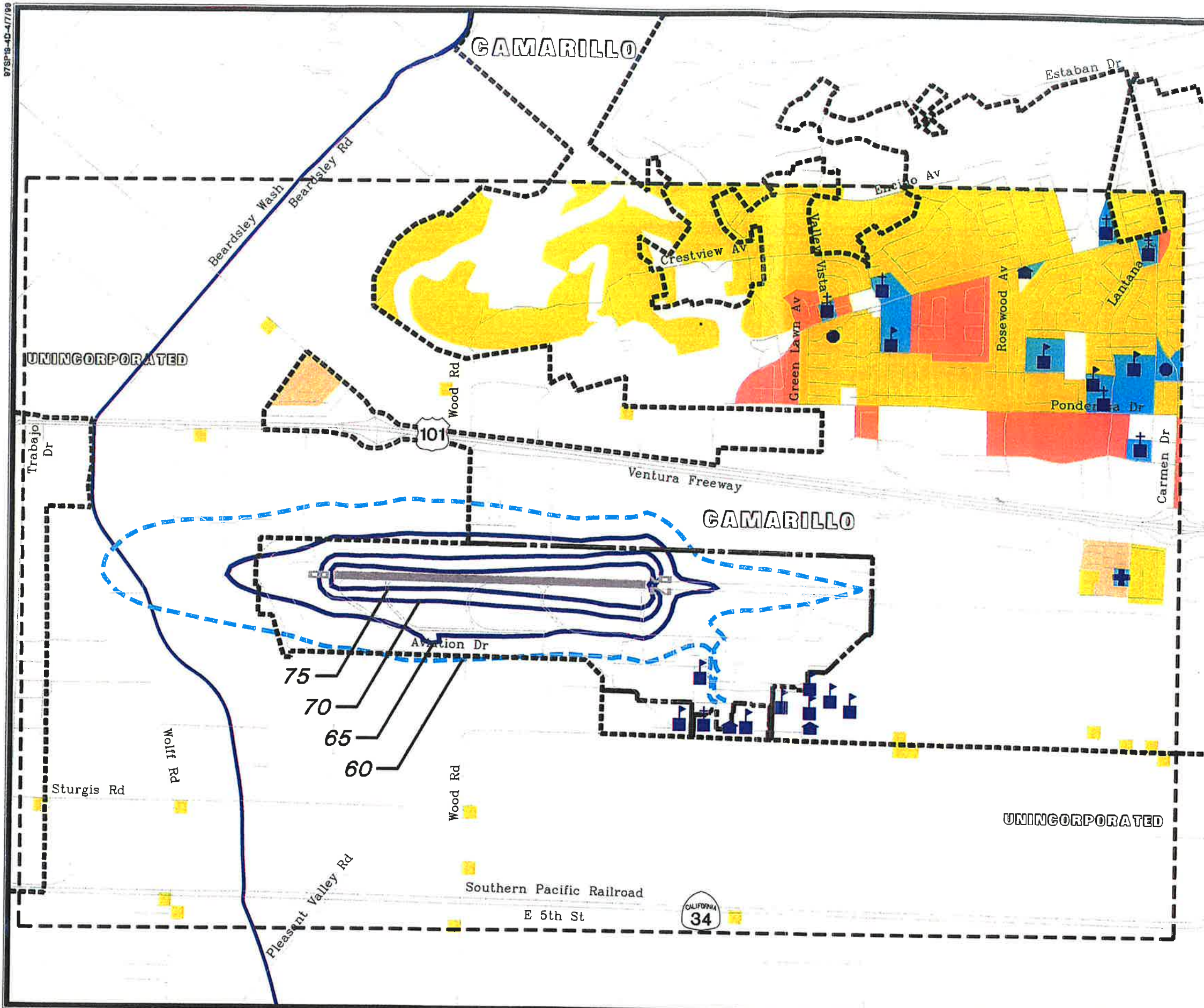
**Highway Noise.** There are three major roadways in the immediate vicinity of Camarillo Airport: Las Posas Road, Pleasant Valley Road, and U.S. Highway 101. Highway noise was predicted for the City of Camarillo *General Plan* utilizing the FHWA *Highway Traffic Noise Prediction Model*. This model utilizes traffic volume, truck percentages, vehicle speed and roadway geometry to compute the noise levels associated with a given stretch of roadway. According to the City's *General Plan*, in 1995 noise levels along Las Posas Road, between Pleasant Valley Road and Ventura Boulevard, was 74.3 CNEL at 50 feet from the roadway centerline. Along Pleasant Valley Road, between Wood and Las Posas, highway noise was estimated at 73.3 CNEL at 50 feet from centerline. Along the U.S. Highway 101, between Las Posas Road and Central, highway noise was estimated at 82.6 CNEL at 75 feet from the roadway centerline.

## ENVIRONMENTAL CONSEQUENCES

### Alternatives

**No Action.** The noise impacts resulting from the implementation of the No Action are described as those forecasted to occur in the short-term (5 years) and those forecasted to occur in the long-term (20 years). These assume that the aviation forecasts described earlier and derived from the Airport Master Plan occur.

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**LEGEND**

- Detailed Study Area
- - - Municipal Boundary
- Airport Property
- - - CNEL Contours, Marginal Effect
- CNEL Contours, Significant Effect
- Yellow Single-Family Residential
- Red Multi-Family Residential
- Orange Mobile Home
- White Undeveloped or Compatible Use
- Blue Noise-Sensitive Institutions
- † Places of Worship
- ▤ Schools
- ▤ City Auditorium/Community Center/Museum
- Retirement Center/Nursing Home
- ⊕ Hospital

Source: Aerial Photographs, January 8, 1996,  
Consultant Field Survey, Fall 1997.





**Short-term. Exhibit 4E, No Action -- Short-term Noise Exposure**, illustrates the results of the INM contour analysis for the short-term (2003) noise condition assuming implementation of the No Action Alternative. It is based on the *Draft Airport Master Plan Update* forecasts of future operations without any changes in operational procedures. These noise contours are similar in shape to the existing noise contours. This is due to the use of similar modeling input assumptions regarding aircraft flight tracks and operational characteristics. The contours are slightly larger than the 1998 contours due to the forecast increase in operations. (For example, the short-term condition's 65 CNEL contour encompasses an additional 0.06 square miles than does the existing condition's 65 CNEL contour.)

**Long-term. Exhibit 4F, No Action -- Long-term Noise Exposure**, illustrates the INM modeled noise condition for the long-term (2015) noise scenario, assuming implementation of the No Action Alternative. Again, it is based on the operational forecasts described in the *Draft Airport Master Plan Update*, a demand-based document, indicating that these operations are not tied to airport improvements. The most notable difference between these contours and those of the Proposed Action is that these contours retain the helicopter training area in its existing location, on the south side of the airfield, adjacent to the fixed-wing landside facilities. These contours are larger than the existing condition due to the forecasted increase in operations; however they are smaller than the short-term noise contours due to the retirement of older Stage 2 business jets from the fleet by the year 2015. The long-term condition's 65 CNEL contour represents a 0.02 square mile increase over the existing condition and a 0.04 square mile decrease from the short-term condition.

The surface areas of the No Action noise exposure contours are presented for comparison in **Table 4D**.

**Highway Noise.** As discussed under a subsequent section of this chapter (Traffic and Circulation), average daily traffic and peak hour traffic is expected to increase with the forecasted increase in aircraft activity. The increase in average daily traffic is projected to be 816 vehicle trips in the long-term (compared with an existing condition of 1,354 vehicle trips), for a total of 2,170 vehicle trips.

According to the City of Camarillo's *General Plan*, in 2015 noise levels along Las Posas Road, between Pleasant Valley Road and Ventura Boulevard, is expected to increase to 76.7 CNEL at 50 feet from the roadway centerline (a difference of 2.4 decibels). Along Pleasant Valley Road, between Wood and Las Posas, highway noise is estimated to increase to 75.3 CNEL at 50 feet from centerline (a difference of two decibels). Along the U.S. Highway 101, between Las Posas Road and Central, highway noise is estimated to remain at 82.6 CNEL at 75 feet from the roadway centerline (no difference compared with the existing condition).

**Proposed Action.** Because the noise impacts are calculated using the forecasted operations described in the Airport Master Plan, they are demand based and not project based. This means that the assumptions including in the noise modeling are nearly identical for both the No Action and Proposed Action scenarios (e.g., fleet mix, time-of-day, runway use). The one difference between the two is that the Proposed Action includes the helicopter training area on the north side of the airfield. This is expected to have some effect on the noise contours. Because, however, no change

is proposed to the current runway layout, the change in the contours is not expected to be significant.

*Short-term.* The short-term noise contours represent the estimated noise conditions based on the forecasts of future operations without any changes in operational procedures. **Exhibit 4G, Proposed Action – Short-term Noise Exposure**, presents the plotted results of the INM contour analysis for the five-year condition using input data described previously in this section. Generally, the short-term noise contours are similar in shape to their existing condition counterparts. Again, this is due to the use of similar modeling input assumptions particularly regarding the airfield facilities, flight tracks, and time-of-day. The contours are slightly larger than the existing condition contours due to the forecasted increase in operations (the Proposed Action's short-term condition 65 CNEL contour is 0.06 square miles larger than the existing condition's 65 CNEL contour).

The results of the short-term aircraft noise analysis for the Proposed Action Alternative are identical to those of the short-term No Action Alternative contours because the forecasted increase in the number of operations at Camarillo Airport is expected regardless of whether the identified projects are built.

*Long-term.* The long-term noise contours represent the estimated noise conditions based on the forecasts of future operations with one change in operational procedures: a helicopter training area is provided on the north-side of the airfield. The purpose of this training area is to relocate the majority of helicopter training activity away from the fixed-wing aircraft operations area to reduce airspace conflicts between the rotorcraft, ultralights, and fixed-wing aircraft. **Exhibit 4H, Proposed Action -- Long-term Noise Exposure**, presents the plotted results of the INM contour analysis for this alternative.

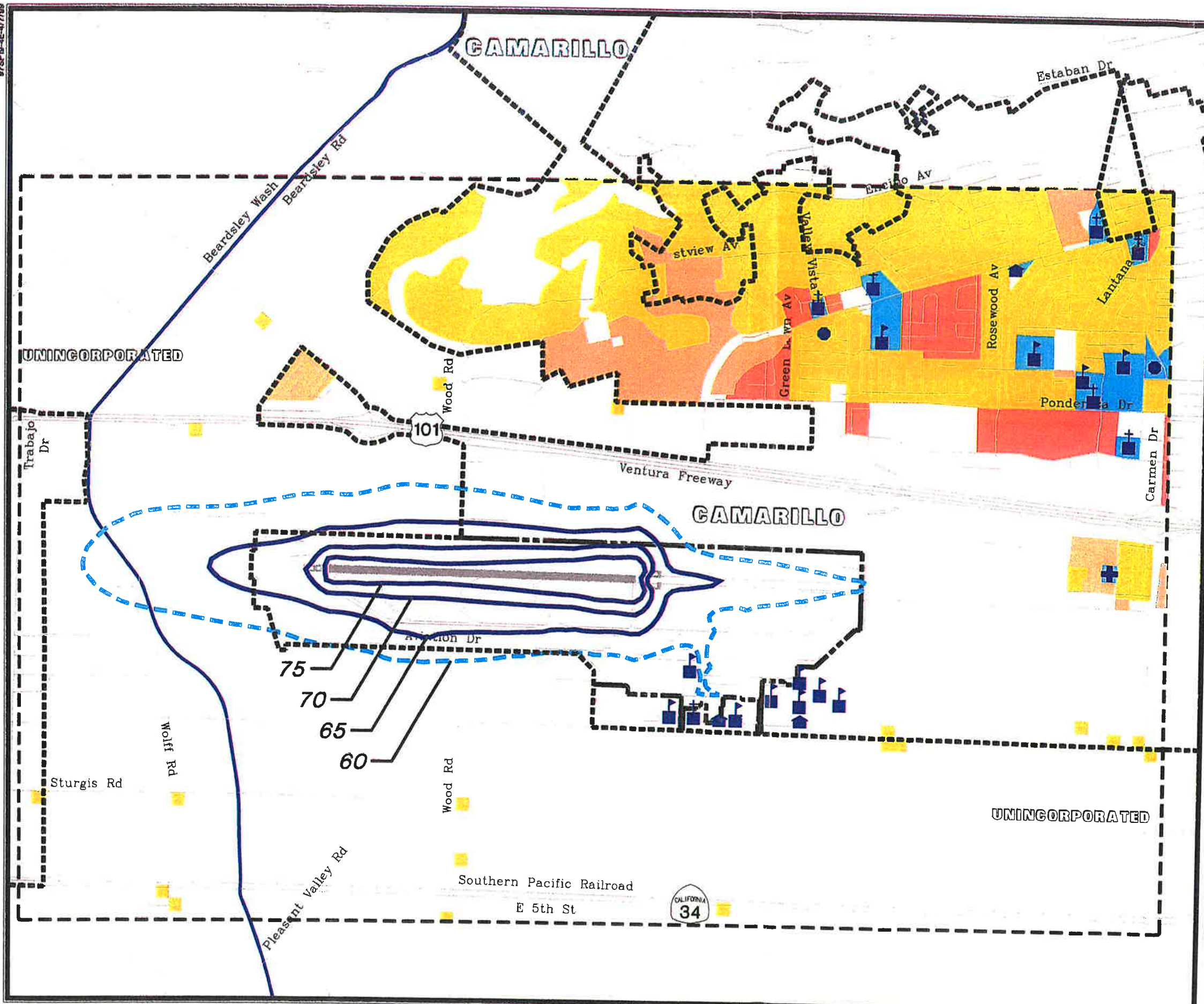
Compared with both the existing condition and No Action alternatives, the Proposed Action's long-term noise contours do broaden slightly to the north due to operations at the new helicopter training area. The contours do, however, remain consistent in overall size with those of the No Action Alternative. For example, the Proposed Action's long-term 65 CNEL contour encompasses 0.52 square miles, compared with 0.53 square miles for the No Action scenario.

The surface areas of the Proposed Action noise exposure contours are also presented for comparison purposes in **Table 4D**.

*Highway Noise.* As discussed under a subsequent section of this chapter (Traffic and Circulation), average daily traffic and peak hour traffic is expected to increase with the forecasted increase in aircraft activity. The increase in average daily traffic is projected to be 816 vehicle trips in the long-term (compared with an existing condition of 1,354 vehicle trips), for a total of 2,170 vehicle trips.

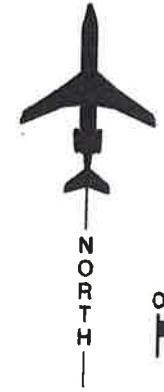
According to the City of Camarillo's *General Plan*, in 2015 noise levels along Las Posas Road, between Pleasant Valley Road and Ventura Boulevard, is expected to increase to 76.7 CNEL at 50 feet from the roadway centerline (a difference of 2.4 decibels). Along Pleasant Valley Road, between Wood and Las Posas, highway noise is estimated to increase to 75.3 CNEL at 50 feet from

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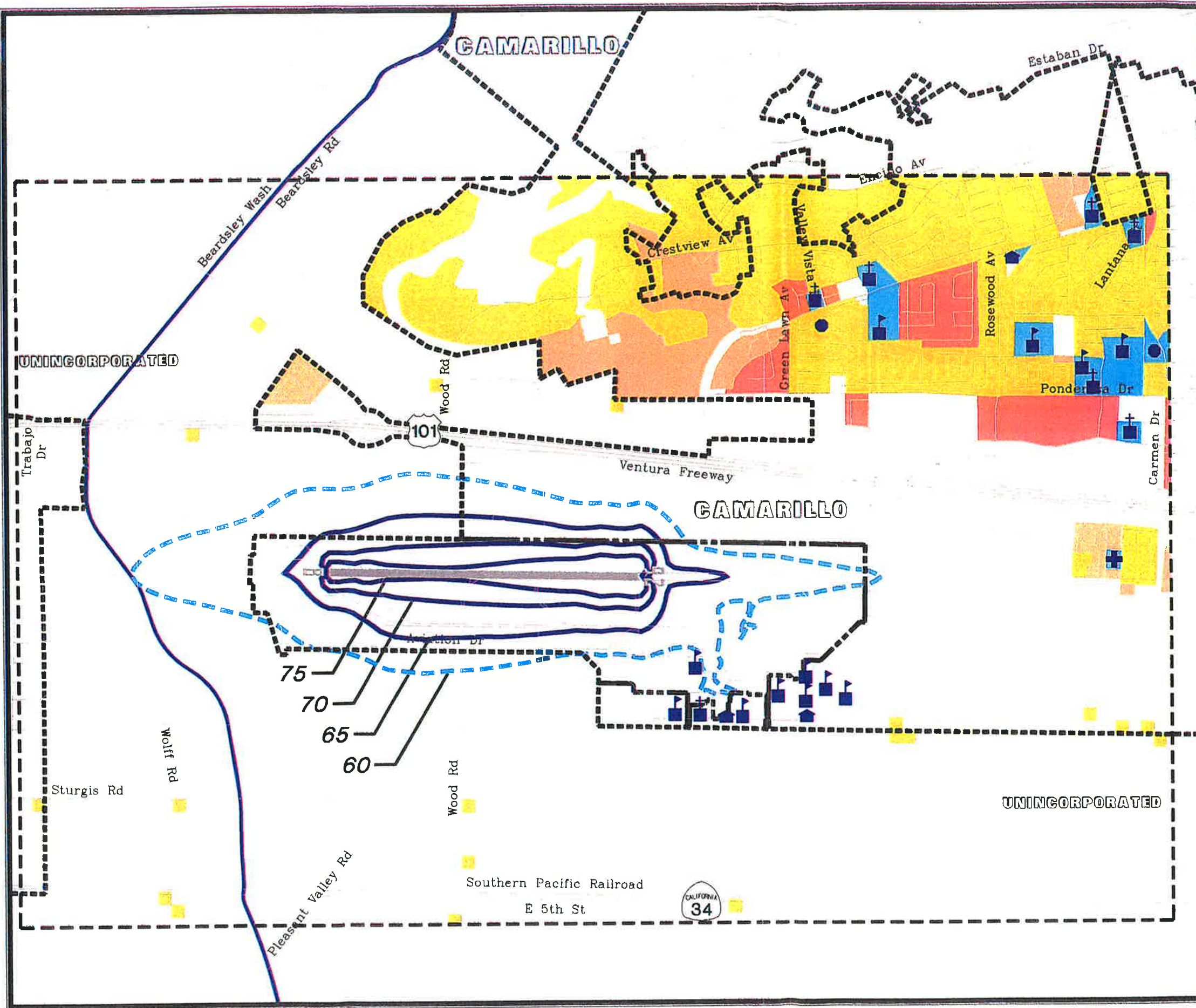
- LEGEND**
- Detailed Study Area
  - Municipal Boundary
  - Airport Property
  - - - CNEL Contours, Marginal Effect
  - CNEL Contours, Significant Effect
  - Yellow Single-Family Residential
  - Orange Planned for Future Residential Development
  - Red Multi-Family Residential
  - Light Blue Mobile Home
  - White Undeveloped or Planned for Compatible Use
  - Blue Noise-Sensitive Institutions
  - † Places of Worship
  - ▤ Schools
  - ▤ City Auditorium/Community Center/Museum
  - Retirement Center/Nursing Home
  - ⊕ Hospital

Source: Aerial Photographs, January 8, 1996,  
 Consultant Field Survey, Fall 1997.









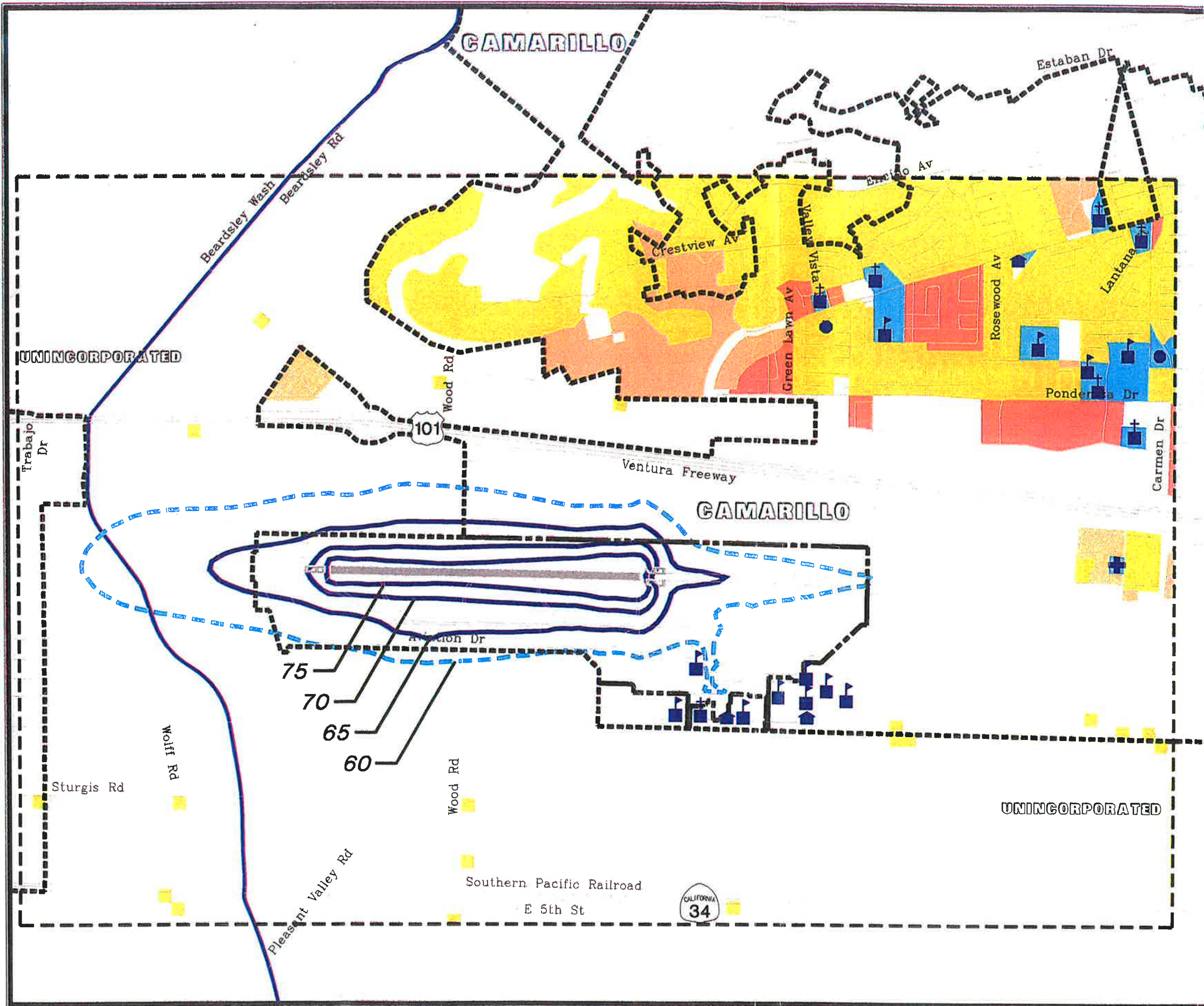
**LEGEND**

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- Airport Property
- - - CNEL Contours, Marginal Effect
- CNEL Contours, Significant Effect
- Single-Family Residential
- Planned for Future Residential Development
- Multi-Family Residential
- Mobile Home
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- Noise-Sensitive Institutions
- Places of Worship
- Schools
- City Auditorium/Community Center/Museum
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- Hospital

Source: Aerial Photographs, January 8, 1996, Consultant Field Survey, Fall 1997.



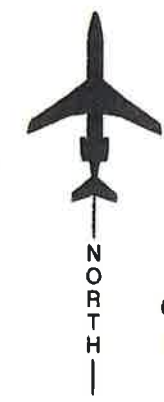




**LEGEND**

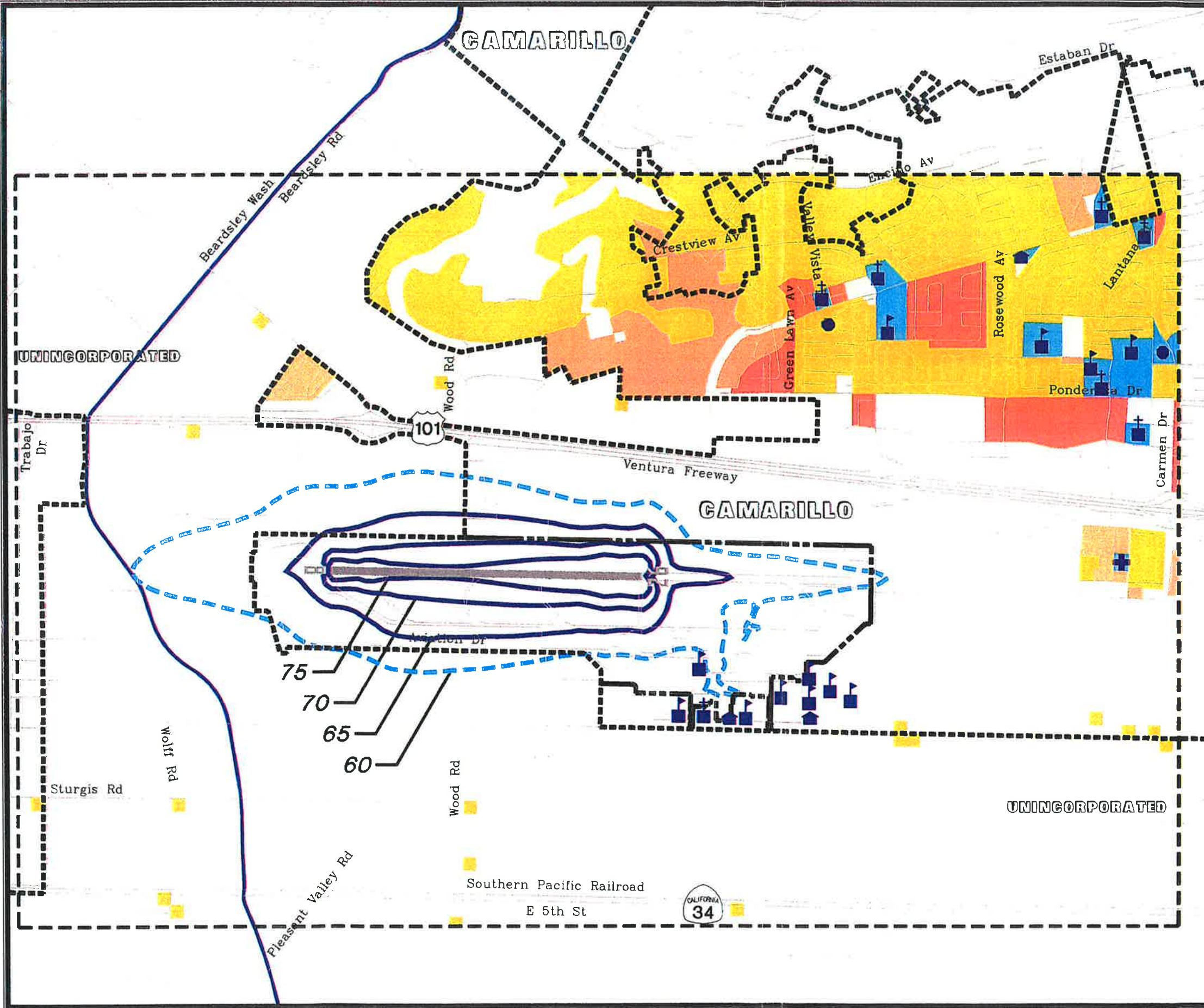
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Source: Aerial Photographs, January 8, 1996, Consultant Field Survey, Fall 1997.





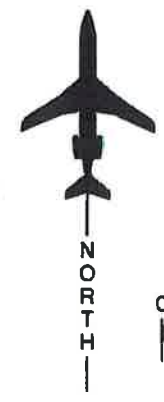
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**LEGEND**

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- Hospital

Source: Aerial Photographs, January 8, 1996, Consultant Field Survey, Fall 1997.





centerline (a difference of two decibels). Along the U.S. Highway 101, between Las Posas Road and Central, highway noise is estimated to remain at 82.6 CNEL at 75 feet from the roadway centerline (no difference compared with the existing condition).

### **Analysis Summary**

**Threshold of Significance.** The accepted federal, state, county, and local threshold of significance for airport noise is 65 CNEL, indicating that all existing land uses are compatible or conditionally acceptable outside of the 65 CNEL contour. Within the 65 CNEL contour, the FAA considers it a significant impact when a 1.5 CNEL increase in noise occurs over any noise sensitive area located within the 65 CNEL contour (*FAA Order 5050.4A*). Project-related increases in cumulative surface traffic noise exposure using the CNEL metric are considered significant if they are greater than 3 decibels at a noise-sensitive location and the resulting cumulative surface traffic noise level exceeds 60 CNEL. A 3 decibel change in sound levels is "just perceptible," where a 5 decibel change in sound levels would be "clearly noticeable" (FHWA, 1980; *City of Camarillo General Plan*).

**NEPA Analysis.** The short-term 65 CNEL contour for the Proposed Action is expected to encompass the same area as that of the No Action alternative (0.57 square miles). As no noise sensitive land uses are present, the Proposed Action will not result in an increase of 1.5 CNEL over any noise sensitive area located within the 65 CNEL contour. Highway noise levels are expected to be the same under either the No Action or Proposed Action alternatives. The Proposed Action, therefore, will not result in any significant noise impact. No mitigation is required under NEPA.

**CEQA Analysis.** In the short-term, the 65 CNEL contour for the Proposed Action is expected to be 0.06 square miles (38.4 acres) larger than that of the Existing Condition. This will reduce to an increase of only 0.01 square miles in the long-term, compared with the Existing Condition. All of this increased area is in or planned for airport compatible land uses, including the industrial area to the north and the farmland to the east and west. Impacts in these areas are considered less-than-significant and no mitigation is required under CEQA.

Regarding highway noise, in order for a 3 decibel increase to occur on roadways in the area, a doubling of the traffic volume over the existing conditions would need to occur. Implementation of the Proposed Action will increase total vehicle trips associated with Camarillo Airport from 1,354 to 2,170, an increase of only 60 percent. The project, therefore, will not result in a significant change in highway-related noise.

**Cumulative Impacts.** No residential or other noise-sensitive uses are located within either the 65 (federal, state, and local threshold) or 60 CNEL noise contours. While the contours are expected to increase in area, in the long-term, this increase is expected to be only 0.01 square miles over the existing condition, is not over a noise-sensitive use, and therefore is not considered to be cumulatively significant.

Regarding highway noise, continuing use of Camarillo Airport will contribute to overall highway noise levels in the area. According to the *City of Camarillo General Plan*, none of the stretches of highway in the immediate vicinity of the airport (see description under Existing Condition) will experience an increase of 3 decibel or greater between 1995 and 2015; therefore no cumulatively significant impact is expected to occur as a result of the implementation of the Proposed Action and no mitigation measures are required.

## **CONSISTENCY WITH LAND USE PLANS AND POLICIES**

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls regarding noise for the airport area. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

## **MITIGATION MEASURES**

No mitigation measure is required under either NEPA or CEQA.

## **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

None.

## **COMPATIBLE LAND USES**

Under NEPA, only noise-related compatible land use issues are generally consider in an EA. CEQA review, however, requires the additional consideration of safety concerns. This section, therefore, addresses each of these areas. Specific concerns-related to the Sheriff's facilities on-airport are discussed in the next section, Social Impacts.

*FAA Order 5050.4A* requires the inclusion of a Sponsor's Land Use Assurance for jurisdictional areas in the vicinity of an airport. Ventura County's assurance is included in **Appendix E** of this document.

**Noise.** The degree of annoyance which people suffer from aircraft noise varies depending on their activities at any given time. People rarely are as disturbed by aircraft noise when they are shopping, working, or driving as they are when they are at home. Transient hotel and motel residents seldom express as much concern with aircraft noise as do permanent residents of an area.

The concept of "land use compatibility" has arisen from this systematic variation in human tolerance to aircraft noise. Studies by governmental agencies and private researchers, in particular those by



the U.S. Department of Housing and Urban Development (HUD) and FAA, have defined the compatibility of different land uses with varying noise levels. **Exhibit 4J, FAA Land Use Compatibility Guidelines**, lists land use compatibility guidelines from *Federal Aviation Regulation (FAR) Part 150*. These are only guidelines; Part 150 explicitly states that determinations of noise compatibility and the regulation of land uses are purely local responsibilities.

The guidelines provided in FAR Part 150 are only generalized guidelines; some people and even entire communities may be more or less sensitive to noise than others. Noise sensitivity within an individual land use class also may vary. For example, occupants of an older, poorly insulated home, or occupants of a mobile home may be more sensitive to noise than those in a new, well insulated, energy-efficient home.

The *Ventura County Airport Comprehensive Land Use Plan (CLUP)* is the document that defines regional land use parameters regarding noise and compatibility. It prohibits residential development, and outdoor amphitheaters in areas exposed to noise above 65 CNEL. Between the 60 and 65 CNEL contours, outdoor amphitheaters and mobile home parks are prohibited. Other residential uses, such as hotels, motels, and noise-sensitive institutions are conditionally acceptable, subject to an analysis of noise reduction requirements.

The City of Camarillo controls land uses in the vicinity of the airport. **Exhibit 4K, City of Camarillo's Land Use Compatibility Matrix**, illustrates the land use guidelines identified in the *City of Camarillo General Plan*. Single-family, duplexes, and mobile homes are normally acceptable outside of the 60 CNEL contour; however, new construction within the 55-70 CNEL contour band requires a detailed analysis of noise reduction opportunities. Multi-family residential is considered normally acceptable outside of the 65 CNEL contour. New construction of multi-family housing within the 60-70 CNEL contour band requires the analysis of noise reduction opportunities. Within the 70 CNEL contour, all residential uses are prohibited. Other noise sensitive land uses, including schools, libraries, places of worship, hospitals, and nursing homes are considered normally acceptable when outside of the 70 CNEL contour. Noise reduction analyses are required prior to new construction of these facilities within the 60-70 CNEL contour band.

In addition, the County of Ventura, Department of Airports, is in the process of preparing a *Federal Aviation Regulation (FAR) Part 150 Noise and Land Use Compatibility Study* for Camarillo Airport. This voluntary study, which represents a separate action from the Airport Master Plan, evaluates the means to abate, mitigate, or prevent impacts to noise-sensitive land uses in the vicinity of an airport. It considers a variety of factors, including operational restrictions or limitations, land use management, and property acquisition, among others.

**Safety.** Perhaps the second most common concern regarding airports and their development (after noise) is the resulting risk to people and structures on the ground. Because the FAA defines a number of areas in proximity to the airport and runways which have the greatest likelihood of an accident (runway safety areas, object free areas, and runway protection zones) and identifies off-airport areas for airspace protection, much of this concern is perceived rather than actual.

The State of California has indicated a greater emphasis on off-airport safety compatibility, prohibiting the construction of any structure which would result in an obstruction to FAR Part 77 surfaces and requiring additional analysis prior to the development of any elementary or secondary school within two miles of an airport runway. In addition, CALTRANS has published an *Airport Land Use Planning Handbook* which contains a section listing suggested guidelines for safety zones around airports.

The most current CLUP for Ventura County was prepared in 1991. It defines three safety zones in the vicinity of Camarillo Airport: (1) the Inner Safety Zone (ISZ) a trapezoid-shaped area off each runway end, corresponding roughly to the Runway Protection Zone (RPZ); (2) the Outer Safety Zone (OSZ) a larger trapezoid-shaped area extending 5,000 feet off the end of the primary surfaces of each runway end; and (3) the Traffic Pattern Zone (TPZ) extending 3,500 feet north and south of the runway centerline, 5,000 feet off the west end of the runway, and approximately 5,000 feet off the east runway end. (In addition, the 1991 CLUP also provides for one height restriction zone.) It is important to note that the traffic pattern at Camarillo Airport can and does extend outside of this area at times. This report is incorporated by reference.

The CLUP for Ventura County is currently being updated. The update is being prepared using the 1993 *Airport Land Use Planning Handbook* which provides for six designated zones: (1) Runway Protection Zones (RPZ), the trapezoidal-shaped areas off each runway end, as defined by the FAA; (2) Inner Safety Zones (ISZ), rectangular-shaped areas; (3) Inner Turning Zones (ITZ), fan-shaped areas covering areas where aircraft make departure turns; (4) Sideline Safety Zones (SSZ); (5) Outer Safety Zones (OSZ), rectangular-shaped areas extending 10,000 feet off the primary surface at each runway end; and (6) a larger Traffic Pattern Zone (TPZ), extending 6,000 feet north and south of the runway centerline and 10,000 feet off the runway ends. The majority of these zones are determined based on an airport's runway length, with the exception being the RPZ areas. The RPZ areas are defined by the FAA and are based on a runway's approach type (visual or instrument) and aircraft approach category (speed). The changes to the CLUP are occurring independently of the *Draft Airport Master Plan Update*. The analysis in this document focuses on the existing CLUP.

## EXISTING CONDITIONS

**Exhibit 4D** illustrates the location of noise-sensitive land uses and the 1997 noise contours at Camarillo Airport. Noise-sensitive land uses shown on the exhibit are based on the FAA's and City of Camarillo's land use compatibility guidelines presented in **Exhibits 4J** and **4K**.

The nearest noise sensitive land uses to the airfield are located either on or immediately adjacent to airport property, in the southeast corner of the airport and in the neighboring industrial park. These uses include training centers for police and firefighters (of which only the classrooms are considered noise-sensitive), a daycare center, a church, and a number of schools (including Frontier High School, Oxnard Adult Education, Gateway Community School, and Phoenix School).

No noise-sensitive land uses are located within the current 60, 65, 70 or 75 CNEL noise contours.

LAND USE	Yearly Day-Night Average Sound Level (DNL) in Decibels					
	Below 65	65-70	70-75	75-80	80-85	Over 85
<b>RESIDENTIAL</b>						
Residential, other than mobile homes and transient lodgings	Y	N <sup>1</sup>	N <sup>1</sup>	N	N	N
Mobile home parks	Y	N	N	N	N	N
Transient lodgings	Y	N <sup>1</sup>	N <sup>1</sup>	N <sup>1</sup>	N	N
<b>PUBLIC USE</b>						
Schools	Y	N <sup>1</sup>	N <sup>1</sup>	N	N	N
Hospitals and nursing homes	Y	25	30	N	N	N
Churches, auditoriums, and concert halls	Y	25	30	N	N	N
Government services	Y	Y	25	30	N	N
Transportation	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	Y <sup>4</sup>
Parking	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
<b>COMMERCIAL USE</b>						
Offices, business and professional	Y	Y	25	30	N	N
Wholesale and retail-building materials, hardware and farm equipment	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Retail trade-general	Y	Y	25	30	N	N
Utilities	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Communication	Y	Y	25	30	N	N
<b>MANUFACTURING AND PRODUCTION</b>						
Manufacturing, general	Y	Y	Y <sup>2</sup>	Y <sup>3</sup>	Y <sup>4</sup>	N
Photographic and optical	Y	Y	25	30	N	N
Agriculture (except livestock) and forestry	Y	Y <sup>6</sup>	Y <sup>7</sup>	Y <sup>8</sup>	Y <sup>8</sup>	Y <sup>8</sup>
Livestock farming and breeding	Y	Y <sup>6</sup>	Y <sup>7</sup>	N	N	N
Mining and fishing, resource production and extraction	Y	Y	Y	Y	Y	Y
<b>RECREATIONAL</b>						
Outdoor sports arenas and spectator sports	Y	Y <sup>5</sup>	Y <sup>5</sup>	N	N	N
Outdoor music shells, amphitheaters	Y	N	N	N	N	N
Nature exhibits and zoos	Y	Y	N	N	N	N
Amusements, parks, resorts, and camps	Y	Y	Y	N	N	N
Golf courses, riding stables, and water recreation	Y	Y	25	30	N	N

The designations contained in this table do not constitute a Federal determination that any use of land covered by the program is acceptable under Federal, State, or local law. The responsibility for determining the acceptable and permissible land uses and the relationship between specific properties and specific noise contours rests with the local authorities. FAA determinations under Part 150 are not intended to substitute federally determined land uses for those determined to be appropriate by local authorities in response to locally determined needs and values in achieving noise compatible land uses.

See other side for notes and key to table.



## KEY

<b>Y (Yes)</b>	Land Use and related structures compatible without restrictions.
<b>N (No)</b>	Land Use and related structures are not compatible and should be prohibited.
<b>NLR</b>	Noise Level Reduction (outdoor to indoor) to be achieved through incorporation of noise attenuation into the design and construction of the structure.
<b>25, 30, 35</b>	Land Use and related structures generally compatible; measures to achieve NLR of 25, 30, or 35 dB must be incorporated into design and construction of structure.

## NOTES

- 1 Where the community determines that residential or school uses must be allowed, measures to achieve outdoor to indoor Noise Level Reduction (NLR) of at least 25 dB and 30 dB should be incorporated into building codes and be considered in individual approvals. Normal residential construction can be expected to provide a NLR of 20 dB, thus, the reduction requirements are often stated as 5, 10, or 15 dB over standard construction and normally assume mechanical ventilation and closed windows year round. However, the use of NLR criteria will not eliminate outdoor noise problems.
- 2 Measures to achieve NLR of 25 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
- 3 Measures to achieve NLR of 30 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
- 4 Measures to achieve NLR of 35 dB must be incorporated into the design and construction of portions of these buildings where the public is received, office areas, noise sensitive areas, or where the normal noise level is low.
- 5 Land use compatible provided special sound reinforcement systems are installed.
- 6 Residential buildings require a NLR of 25.
- 7 Residential buildings require a NLR of 30.
- 8 Residential buildings not permitted.


Source: *F.A.R. Part 150, Appendix A, Table 1.*





**CAMARILLO  
AIRPORT**


# LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENTS

LAND USE CATEGORY	COMMUNITY NOISE EXPOSURE L <sub>dn</sub> or CNEL, dBA					
	55	60	65	70	75	80
RESIDENTIAL - LOW DENSITY SINGLE FAMILY, DUPLEX, MOBLIE HOMES	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
RESIDENTIAL - MULTI-FAMILY	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
TRANSIENT LODGING- MOTELS, HOTELS	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
SCHOOLS, LIBRARIES, CHURCHES, HOSPITALS, NURSING HOMES	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
AUDITORIUMS, CONCERT HALLS, AMPHITHEATERS	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
SPORTS ARENA, OUTDOOR SPECTATOR SPORTS	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
PLAYGROUNDS, NEIGHBOHOOD PARKS	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
GOLF COURSES, RIDING STABLES, WATER RECREATION, CEMETERIES	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
OFFICE BUILDING, BUSINESS COMMERCIAL & PROFESSIONAL	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
INDUSTRIAL, MANUFACTURING, UTILITIES	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable

 **NORMALLY ACCEPTABLE**  
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

 **CONDITIONALLY ACCEPTABLE**  
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is mde and needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

 **NORMALLY UNACCEPTABLE**  
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reducton requirements must be made and needed noise insulation features included in the design.

 **CLEARLY UNACCEPTABLE**  
New construction or development should generally not be undertaken.

Source: California State Dept. of Health Services. Cited in City of Camarillo 1996, p. 413.





## ENVIRONMENTAL CONSEQUENCES

During the agency coordination process, correspondence was received from the City of Camarillo, Oxnard Union High School District, Pleasant Valley School District, and Ventura County Superintendent of Schools expressing increasing concerns regarding noise impacts and safety hazards from aircraft operations at Camarillo Airport on school facilities (see **Appendix C**).

### Alternatives

**No Action.** The environmental consequences to noise-sensitive land uses for the No Action Alternative were evaluated for both the short-term (five years) and long-term conditions (approximately twenty years). In addition, the effects of the No Action Alternative on the existing safety zones were also considered. As previously stated, this information is provided for comparison purposes with the impacts of the Proposed Action to determine the degree of significance under NEPA and for informational purposes under CEQA.

**Short-term Noise.** **Exhibit 4E** illustrates the noise projected at Camarillo Airport in approximately five years, assuming implementation of the No Action Alternative. Existing noise-sensitive land uses are shown on the exhibit as are areas designated in the General Plan for future residential development. The exhibit shows that there are no noise-sensitive land uses in any of the illustrated contours; therefore, this alternative results in no significant noise impacts.

**Long-term Noise.** **Exhibit 4F** shows the annual noise projected at Camarillo Airport over the long-term. It also shows existing and potential future areas of noise-sensitive land uses. Again, there are no noise-sensitive land uses in any of the illustrated noise contours; therefore, this alternative results in no significant noise impacts.

**Safety.** Utilizing the approved CLUP, the No Action alternative would have no effect on the existing safety zones, including the Inner Safety Zone, Outer Safety Zone, Height Restriction Zone, and Traffic Pattern Zone. Because the No Action alternative maintains the existing runway configuration, the boundaries of these zones would not be expected to change. (See of and discussion of the Ventura County Airport Comprehensive Land Use Plan in Chapter Five of this document.)

No school facility is located beneath either the short-term or long-term significant noise contours; therefore, mitigation of noise at schools is not required. A number of schools and training facilities are located within the 1991 CLUP's TPZ, and would continue to be under the No Action alternative. No schools are located within the other two safety zones: the ISZ and OSZ. Schools are prohibited within all three of these zones.

No significant compatible land use impacts are expected with implementation of the No Action alternative.

**Proposed Action.** As with the No Action Alternative, both the short-term and long-term effects of noise on compatible land uses were evaluated. In addition, the effects of the Proposed Action on the designated safety zones were also considered.

**Short-term Noise.** The short-term aircraft noise land use impact analysis for the Proposed Action Alternative is identical to those of the short-term No Action Alternative, as discussed above and illustrated on **Exhibit 4G**. Both the No Action and Proposed Action alternatives account for the forecasted increase in the number of operations at Camarillo Airport that is expected regardless of whether the Proposed Action is implemented. Again, there are no noise sensitive land uses located within the 60 or 65 CNEL noise contours.

**Long-term Noise.** The aircraft noise land use impact analysis for the long-term Proposed Action Alternative is nearly identical to those of the long-term No Action Alternative, as discussed above and is illustrated on **Exhibit 4H**. There are no noise-sensitive land uses located within the 60 or 65 CNEL noise contours. The Proposed Action will, therefore, not result in a significant, noise-related, compatible land use impact.

**Safety.** Utilizing the approved CLUP, implementation of the Proposed Action alternative would result in a modification to the existing Inner Safety Zone, which is defined by the designated runway protection zones (RPZs) for a given facility. Under the Proposed Action, the RPZ for Runway 26 would increase slightly from 1,000 feet by 1,700 feet by 1,510 feet to 1,000 feet by 2,500 feet by 1,750 feet. The additional area is currently on airport property and is either undeveloped or being leased for agricultural production.

Because no change would occur to the runway or other airfield facilities, the Proposed Action is not expected to have any effect on the remaining safety zones, including the Outer Safety Zone, Height Restriction Zone, and Traffic Pattern Zone. Because the Proposed Action alternative maintains the existing runway configuration, the boundaries of these zones would not be expected to change. (See of and discussion of the Ventura County Airport Comprehensive Land Use Plan in Chapter Five of this document.)

No school facility is located beneath either the short-term or long-term significant noise contours for the Proposed Action; therefore, mitigation of noise at schools is not required. Schools are located within the 1991 CLUP's defined TPZ area and will continue to be with implementation of the Proposed Action.

No significant compatible land use impacts are expected with implementation of the Proposed Action alternative.

## **Analysis Summary**

**Threshold of Significance.** The accepted federal, state, and county threshold of significance for airport noise land use compatibility is 65 CNEL. The local threshold of significance varies based



on land use, with 65 CNEL being the lowest threshold for uses being “normally unacceptable” (i.e., auditoriums and amphitheaters). For the purpose of this analysis, all land uses outside of the 65 CNEL contour are considered to be compatible with the airport use as are noise-compatible land uses within the 65 CNEL contour (agriculture, recreation, commercial, industrial, etc.). From a safety land use compatibility perspective, the accepted thresholds of significance are compliance with *FAR Part 77* and the local, approved *Comprehensive Land Use Plan*, and restricting the development of any elementary or secondary school within two miles of an airport’s runway.

**NEPA Analysis.** The 65 CNEL contour for the Proposed Action is expected to be slightly smaller than the No Action alternative; therefore, the Proposed Action will not result in a compatible land use impact. No mitigation is required under NEPA.

**CEQA Analysis.** The short-term 65 CNEL contour for the Proposed Action is expected to be 0.06 square miles larger than the Existing Condition, while the long-term 65 CNEL contour is expected to be only 0.01 square mile larger. Neither the short-term nor the long-term 65 CNEL contour encompasses any noise-sensitive land uses; therefore, no significant noise-related impact is expected. The Proposed Action will result in a slight increase in the size of the ISZ for Runway 26. This larger area is located entirely on existing airport property. Because no change in runway length is proposed, the Proposed Action is compatible with the remaining CLUP-designated safety areas.

**Cumulative Impacts.** No noise sensitive institutions or residences are located within either the existing or the long-term Proposed Action’s 60 or 65 CNEL contours; therefore, no cumulative impacts are expected.

## **CONSISTENCY WITH LAND USE PLANS AND POLICIES**

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls regarding compatible land use for the airport area. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

## **MITIGATION MEASURES**

No mitigation measure is required under either NEPA or CEQA.

## **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

None.

## **SOCIAL IMPACTS**

Social Impacts known to result from airport improvements are often associated with relocation activities or other community disruptions, including alterations to surface transportation patterns, divisions or disruption of existing communities, interferences with orderly planned development, or an appreciable change in employment related to the project. Social impacts are generally evaluated based on areas of acquisition and/or areas of significant project impact, such as areas encompassed by noise levels in excess of 65 CNEL. Specific concerns raised by the Ventura County Sheriff's Department are discussed in this section.

## **EXISTING CONDITIONS**

The existing social condition in the vicinity of Camarillo Airport is described in the previous section, Compatible Land Use and in the Socioeconomic section of **Chapter Three, Affected Environment**.

The City of Camarillo has jurisdiction over the area around the airport and within the 60 CNEL noise contour. The majority of this area not on airport property is in agricultural production.

The Ventura County Sheriff's Department leases property at Camarillo Airport on which to operate a training academy. The academy consists of three separate facilities (1) a criminal justice training center, (2) an emergency vehicle operations training area, and (3) a shooting range. The lease provides for the facilities which house the training center and the shooting range. It also permits, "on occasion, with prior written approval of the Administrator or his designee," the eastern most 2,000 feet of runway for vehicle training purposes. The lease and its options expired on June 30, 1998. At this time, the lease continues on a month-to-month basis.

## **ENVIRONMENTAL CONSEQUENCES**

During the agency coordination process, correspondence was received from the Ventura County Sheriff's Department expressing concerns regarding long-term use of their training academy, located on airport (see **Appendix C**).

### **Alternatives**

**No Action.** No relocation activities or other community disruptions, including alterations of surface transportation patterns, would be anticipated under the No Action Alternative.

No minority or low-income populations are expected to be disproportionately affected by the implementation of the No Action Alternative.

Should the existing leases remain in effect, the No Action alternative will have no direct impact on any of the Sheriff's Department leaseholds. As operations at the airport increase, it may be necessary to close the shooting range site for safety purposes, but that would be determined at a future time. Emergency vehicle training could still occur, with prior permission of the Administrator, on the eastern runway end.

**Proposed Action.** Implementations of the Proposed Action is expected to occur entirely on airport property and is not expected to require the relocation of any residences or businesses, nor is it anticipated to alter surface transportation patterns, divide or disrupt established communities, interfere with orderly planned development, or create an appreciable change in employment.

No minority or low-income populations are expected to be disproportionately affected by implementation of the Proposed Action.

As previously noted, the Ventura County Sheriff's Office provided a written response to agency coordination activities (see **Appendix C**) which identified their concerns with the Proposed Action and each of its development alternatives. Regarding the criminal justice training center, they expressed concern for available parking. Based on the letter, they were interested in utilizing additional parking for their students. They were also concerned with the future of the shooting range, particularly with construction of a parallel runway, and ability to perform driver training on the east end of the runway.

Automobile parking is included in the Proposed Action. As illustrated (see **Exhibit 1A**), parking spaces are planned near each of the proposed hangar areas. The purpose of these spaces is to accommodate pilots and passengers utilizing these new facilities. No effect is proposed to the parking spaces associated with the Sheriff's Department leaseholds.

The shooting range is located on the west end of the airport. Under the Proposed Action, the shooting range could continue in its current location. The shooting range would be in conflict with the identified parallel runway; however, this runway is not included in the Proposed Action. Should the parallel runway be constructed in the future, a separate environmental document will be required which will address the impacts to this facility.

Finally, emergency vehicle training which currently occurs on the east end of the runway could continue to do so on a pre-approved basis into the long-term. With the construction of the east-end hangar area and the installation of the MALSR lights; however, it may be necessary to restrict use of all but the last 1,200 feet of runway. As the use of this area by the Sheriff's Academy is permitted only on a pre-approved basis, and because the planned conflicts with its use by the Academy (i.e., the hangars and MALSR lights) are long-term, this potential future impact is not considered a significant social impact that requires mitigation.

## **Analysis Summary**

***Threshold of Significance.*** According to *FAA Order 5050.4A*, social impacts are generally evaluated based on areas of acquisition and/or areas of significant project impact, such as areas encompassed by noise levels in excess of 65 CNEL, or noticeable increases in traffic congestion or access time to community facilities, recreation areas, or places of residence or business. This resource category is not addressed in the Ventura County *Initial Study Assessment Guidelines*.

***NEPA Analysis.*** Implementation of the Proposed Action is not expected to result in any significant social impacts. Under this development alternative, the shooting range on the western end of the airport can remain. Also, the Sheriff's Department can continue to utilize the eastern end of the runway for training activities, with prior permission only, into the near future.

***CEQA Analysis.*** Implementation of the Proposed Action is not expected to result in any significant social impacts. No direct impacts to the Sheriff's Department use of the property is expected during the terms of their current lease.

***Cumulative Impacts.*** On a prior permission basis, the Sheriff's Department utilizes the eastern end of the original runway for emergency vehicle training. The proposed MALSR lights will restrict use of all but the last 1,200 feet of runway, which could effect its use by the Sheriff's Department. Under the current lease agreement between the Department of Airports and Sheriff's Department, use of this end of the runway is not guaranteed and is subject to the discretion of the Airport staff; therefore, any impacts to its use would not be considered cumulative. No cumulative social impacts are expected to occur.

## **CONSISTENCY WITH LAND USE PLANS AND POLICIES**

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls regarding land acquisition and other social issues for the airport area. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

## **MITIGATION MEASURES**

No mitigation measures are required.

## **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

None.

## GEOLOGIC HAZARDS

Geologic hazards is not an environmental category identified for consideration under *FAA Order 5050.4A*; however, due to the project's presence in a seismically active area, CEQA and Ventura County do require consideration of this subject. This section of the EA/EIR provides some background into the issue as it applies to Camarillo Airport, and outlines the thresholds identified in the *Ventura County Initial Study Assessment Guidelines*.

Geologic hazards reflect the potential for ground rupture, ground shaking, liquefaction, and lateral spreading, most of which result from earthquakes. While most of these events cause little or no damage, of sufficient magnitude or duration, any of them may result in damage to structures, utilities, and other facilities, and may also change the surface topography and other natural resources of the area.

Located in Southern California, the Camarillo area is transected by several faults. A fault is a geological fracture, identified by a change in rock structure or composition, along which there is movement. This movement can be abrupt, as a result of pent-up energy, or gradual. Some faults are actually composed of several fractures called fault branches. Collectively, these branches form a fault zone. Active fault zones are those which have moved during historic or Holocene time (the past 11,000 years) or which show evidence of likely near-term future movement. Potentially active faults are those which show evidence of ground surface displacement during Pleistocene time (between 11,000 and 1.6 million years ago). Future earth movement along these faults is unknown.

When movement occurs in a fault zone, surface changes are likely. These may include ground rupture, ground shaking, or liquefaction. Ground rupture is defined as the physical displacement of surface deposits in response to an earthquake's seismic waves. It is more likely to occur along active faults and is reflected by either a lateral or vertical off-set of the ground surface from its original condition. The likelihood of the type of ground rupture is typically used to classify the fault (i.e., lateral or strike-slip, dip-slip, or thrust (vertical)). According to the *Ventura County Initial Study Assessment Guidelines*, fault rupture hazards primarily exist along pre-existing faults. Threshold criteria for determining whether a project is at risk for fault rupture include those areas designated by the State of California as being subject to the Alquist-Priolo Act, any County designated fault hazard area, and any County designated potential fault hazard area.

Ground shaking describes the earth movements that often occur during earthquakes. Earthquakes occur primarily along faults or folds in areas undergoing active deformation. When the fault "breaks", the accumulated strain energy is released as seismic waves that cause the ground to "shake" or "quake". The intensity of ground shaking depends largely on the subsurface geologic conditions, whether the geologic foundation is comprised of bedrock (lower intensity) or unconsolidated sediments (higher intensity). Ground shaking can be the precursor to other geologic conditions, such as landslides, rockfalls, and soil liquefaction. Ground shaking from a specific

earthquake is commonly measured on the Richter scale, a logarithmic scale similar to that used to measure sound.

As the effects of each earthquake are dependent on a variety of factors (the location and degree of original ground movement, and intervening geology), it is difficult to classify ground shaking hazards. According to the *Ventura County Initial Study Assessment Guidelines*, ground shaking hazards can be considered less-than-significant for projects of “ordinary type and construction subject to the provisions of the Ventura County Building Code”. Projects are considered to have significant impact where they provide for high-rise structures, or critical facilities and projects of unique design not covered by the ordinary provision of the Building Code.

Liquefaction occurs where unconsolidated and/or near saturated soils lose cohesion and are converted to a fluid state as a result of severe vibratory motion, such as ground shaking. The relatively rapid loss of soil structure and strength during strong earthquake shaking results in a temporary fluid-like behavior of the soil. It is most likely to occur in loose, Holocene-age soil with a near-surface groundwater table. Soil liquefaction causes ground failure and lateral spreading that can damage roads, runways, pipelines, and buildings with shallow foundations. The potential for liquefaction is illustrated in the Ventura County and City of Camarillo General Plans. Projects located in mapped liquefaction-susceptible areas or located on a site underlain by recent or older alluvium must be evaluated for liquefaction potential. Projects are classified as less-than-significant where there is some potential for liquefaction, but no significant impact will occur or the impact can be mitigated to less-than-significant levels. Projects are classified as significant where the site is definitely susceptible to liquefaction which poses a hazard that cannot be mitigated.

The State of California, *Alquist-Priolo Earthquake Fault Zoning Act* was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. Its main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. It is important to note that the Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards, such as ground shaking and liquefaction. The Law provides for the establishment of regulatory zones around the surface traces of active faults. Local agencies must regulate most development projects within these zones. Before a project can be permitted, the local agency must require a geologic investigation to demonstrate that the proposed buildings will not be constructed across an active fault(s). If an active fault is identified, no structure for human occupancy can be placed over the fault and must be set back at least 50 feet.

According to the *City of Camarillo General Plan*, fault hazard zones identified as either primary (believed to contain active faults) or secondary (include faults for which less evidence is available concerning their potential for activity) by Ventura County should be “considered equivalent to those established by the State for other faults within and outside of the County”. In other words, these identified fault zones should be treated equally to those subject to the Alquist-Priolo Act.

## EXISTING CONDITIONS

As illustrated on **Exhibit 4L, Seismic Hazards**, the Camarillo Fault Zone runs through Camarillo Airport. The Camarillo Fault is an east-west running fault which extends from Calleguas Creek through the airport, after which it combines with the Springville Fault Zone. The fault is evidenced by an uplift on the north side of the fault, which is believed to be its surface expression. East of the airport, the Camarillo Fault has been relatively well identified and/or accurately located; as such, this area is subject to the Alquist-Priolo Act. Once it crosses Las Posas Road, the fault line has not been located and is considered "concealed." The entire Camarillo Fault Zone is classified as having a secondary fault hazard, meaning it may contain active or potentially active faults. No earthquakes of significant magnitude (4.0 or greater on the Richter Scale) have been recorded on the Camarillo Fault during historic time.

Based on the recently identified Camarillo Fault trace on the east side of Las Posas Road, if the fault were to continue across the road and onto the airport property along the same alignment, it would run along the south side of the existing runway. Other than the runway surface, some connecting taxiways, and aviation-related lighting (runway, taxiway lights and navigation lights), no facilities are located either on or within 50 feet of the Camarillo Fault extension.

According to the *City of Camarillo General Plan*, a ground shaking hazard exists throughout Ventura County. The degree of hazard increases where the ground material is such that the ground waves from an earthquake could be amplified to produce high-intensity ground shaking. Camarillo Airport falls within two ground shaking areas. Zone A, which, due to a water table of less than 15 feet, has the potential to experience "long period" wave shaking with greatest amplification, encompasses most of the existing landside facilities. Zone B, which has the potential to experience "long period" wave shaking with slight to moderate amplification, encompasses the airfield and western reaches of the airport.

Camarillo Airport is located in an area of moderate and high potential for liquefaction, per the *City of Camarillo General Plan*. The airfield is located in the area of moderate risk and much of the existing landside facilities in an area of high risk. This means that under certain conditions, including a specific intensity of ground shaking and soils saturated by water, liquefaction of the ground may occur. As the airport property is relatively level, liquefaction is not expected to result in landslides in or on the airport. It does, however, have the potential of damaging the pavement surfaces, including the runway and taxiways, and some structures.

## ENVIRONMENTAL CONSEQUENCES

During the agency coordination process, correspondence was received from the Ventura County Departments of Public Works and Planning identifying the presence of a newly designated section of the Camarillo Fault as an active fault east of the airport (see **Appendix C** and previous discussion).

## Alternatives

**No Action.** Implementation of the No Action alternative may result in the use of grass tiedown spaces and/or the far east end of the existing runway to park aircraft. These aircraft could/would be located near the extended, unmapped portion of the Camarillo Fault. Because there would be no structures present, if an earthquake were to occur the risk to human life is expected to be minimal. In the event of earth rupture, depending on the degree of rupture, some aircraft may be damaged. As the airport could utilize other property for aircraft parking, located away from the potential Camarillo Fault alignment, the impact of the No Action Alternative is expected to be less-than-significant.

The ground shaking hazard of the No Action alternative would be the same as described under the Existing Condition. The airport will remain in Hazard Zones A and B, indicating that greatest and moderate amplification of long period ground vibrations is possible. While no new structures would be added, the airport would still be expected to experience an increase in use, both in terms of aircraft operations and based aircraft. These additional users would potentially be exposed to ground shaking.

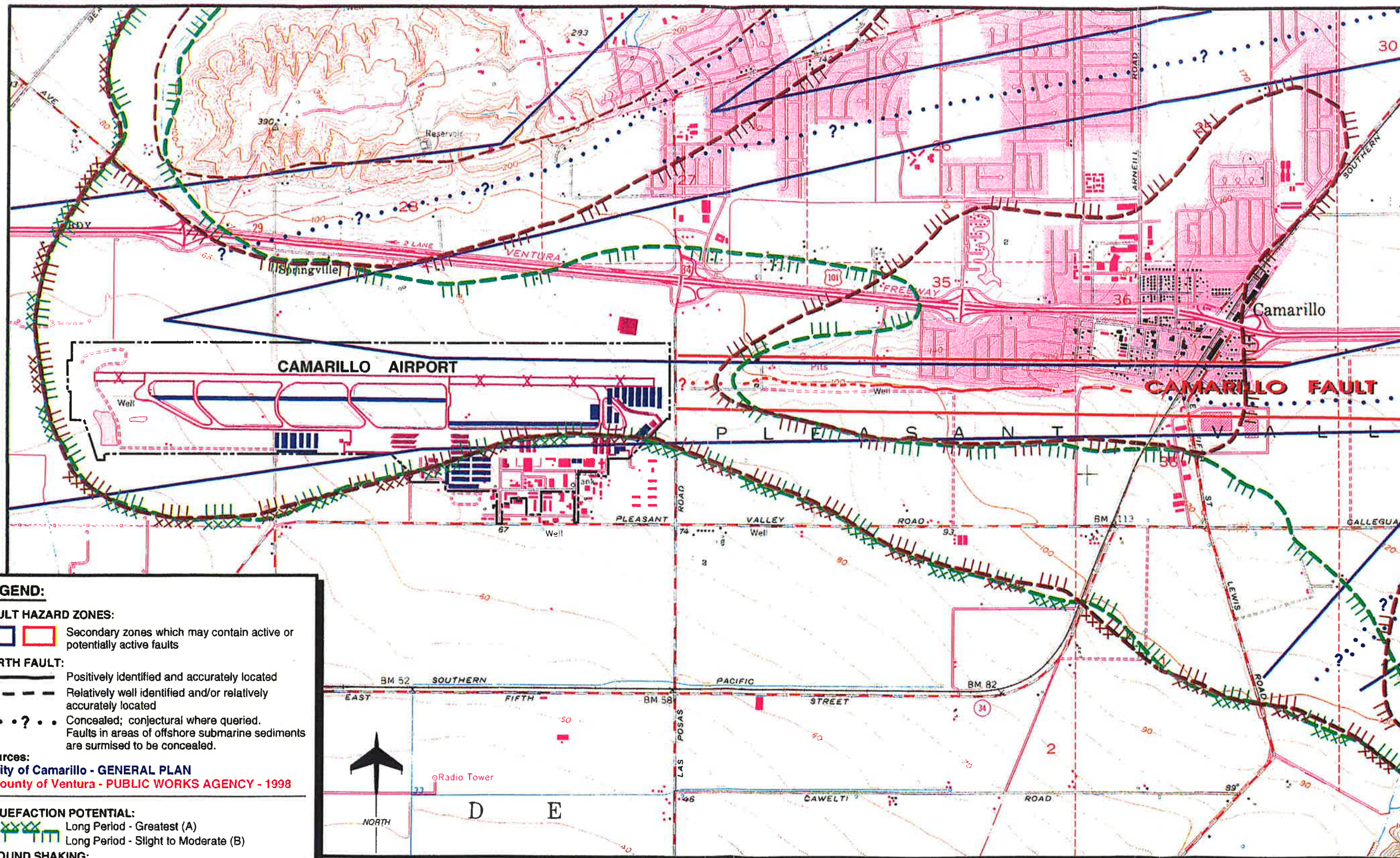
Implementation of the No Action alternative would have no effect on the risk or damage from soil liquefaction.

**Proposed Action.** The Proposed Action does provide for new structures on the airport, including a new hangar area on the east end of the airport. In addition, the instrument approach lights (MALSR) would occur along the runway centerline alignment, extending 2,400 feet to the east of the existing runway end. Because they contain expensive property, namely aircraft, hangars are considered a habitable structure and are therefore subject to consideration for impacts related to seismic hazards such as faults, ground shaking, and liquefaction. The proposed taxiways, helipads, MALSR lights, and similar facilities are not habitable and are, therefore, not subject to this issue.

As proposed, the east hangar area has the potential to be located either on or within 50 feet of the extended Camarillo Fault. These hangars are proposed for development over the long-term, as demand warrants. The west hangar area would be located in the Camarillo/Springville Fault Zone. No other projects included in the Proposed Action are currently expected to be located in a fault zone. Because the location of the Camarillo Fault through the airport has not been determined, the geological risk of the Proposed Action is not completely known at this time. A geotechnical study of this area was not performed for this document because it is not known at this time when or whether the east hangar area would be developed.

The ground shaking hazard of the Proposed Action alternative would be the same as described earlier (i.e., the airport is located in both Hazard Zones A and B). New structures are proposed for the airport to accommodate the additional users. Some hangars, particularly those proposed in the central hangar area, and the proposed general aviation terminal building would be located in an area with the greatest potential for ground shaking. None of the proposed structures would be classified as high rises, which would be of greater risk for damage.





**LEGEND:**

**FAULT HAZARD ZONES:**

Secondary zones which may contain active or potentially active faults

**EARTH FAULT:**

———— Positively identified and accurately located

----- Relatively well identified and/or relatively accurately located

.....?..... Concealed; conjectural where queried. Faults in areas of offshore submarine sediments are surmised to be concealed.

**Sources:**

- City of Camarillo - GENERAL PLAN
- County of Ventura - PUBLIC WORKS AGENCY - 1998

**LIQUEFACTION POTENTIAL:**

||||| Long Period - Greatest (A)

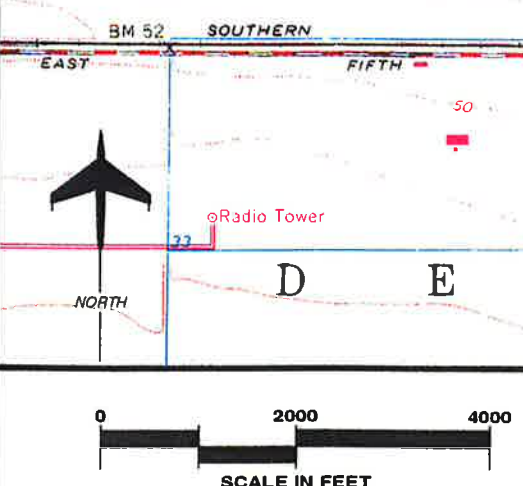
||||| Long Period - Slight to Moderate (B)

**GROUND SHAKING:**

||||| High

||||| Moderate

Source: City of Camarillo - GENERAL PLAN





Finally, portions of the airport are located in an area of high liquefaction risk. According to the *City of Camarillo General Plan*, critical structures not designed against this risk should not be located in this area. The central hangar area and proposed general aviation terminal building are located in an area considered of high potential for liquefaction.

### **Analysis Summary**

**Threshold of Significance.** *FAA Order 5050.4A* does not define a threshold of significance related to geologic hazards. According to the Ventura County *Initial Study Assessment Guidelines*, the threshold of significance for a fault rupture hazard occurs when the potential fault rupture is determined to affect a site and either cannot be mitigated, or the mitigation is questioned by the Public Works Agency. The threshold of significance for ground shaking hazards is met where a determination of significant impact is made of high-rise structures, critical facilities, and projects of unique design not covered by the ordinary provisions of the Building Code. Liquefaction hazards are significant where the site is definitely susceptible to liquefaction which poses a hazard that cannot be mitigated to a less-than-significant level.

**NEPA Analysis.** NEPA defers to the CEQA analysis and thresholds.

**CEQA Analysis.** The Proposed Action has the potential to have a significant impact from a geologic hazard with regard to the fault zone and liquefaction potential. At this time, the impact cannot be entirely classified because the location of the Camarillo Fault through the airport property is unknown. A mitigation measure is proposed which will identify the location of the fault and ensure that no habitable structures be located within 50 feet of it. Because the project can comply with appropriate building codes, the Proposed Action will have a less-than-significant impact regarding ground shaking and liquefaction risks.

**Cumulative Impacts.** The cumulative impacts of the Proposed Action are expected to be the same as the project impacts and are, therefore, expected to be less-than-significant with mitigation.

### **CONSISTENCY WITH LAND USE PLANS AND POLICIES**

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls regarding geologic hazards for the airport area. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

### **MITIGATION MEASURES**

- No habitable structures, as defined by the City of Camarillo and County of Ventura, will be located either on or within 50 feet of the Camarillo Fault.

- Prior to the construction of hangars in either the east or west hangar areas, Ventura County Department of Airports will contract for a geotechnical study to evaluate the presence of the Camarillo Fault in these areas. The study(ies) will also identify the specific hazard for surface fault rupture and liquefaction and any specific mitigation measures which would be needed to reduce those hazards.

## **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

With implementation of the mitigation measures described above, geological hazards are reduced to a level of less-than-significant.

## **TRAFFIC AND CIRCULATION**

All land uses generate vehicle traffic. When traffic levels become significant, particularly during peak hours, a land use can have a significant impact on local streets and intersections. Depending on the number of vehicle trips, improvements to the local roadway network may be required, including the installation of traffic signals, additional road lanes, and turning lanes, among other projects.

*FAA Order 5050.4A* evaluates traffic and circulation impacts as a social impact. This is primarily considered to be a CEQA impact category.

The following subsections summarize the results of a traffic analysis prepared by Associated Transportation Engineers (ATE) on the *Draft Airport Master Plan Update* and included in **Appendix G** of this document.

## **EXISTING CONDITIONS**

ATE estimated Average Daily Traffic (ADT), and morning and afternoon peak hour traffic for Camarillo Airport using the trip generation rates obtained from the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 5<sup>th</sup> Edition*, and studies performed by ATE at similar airport facilities. **Table 4E, Trip Generation**, provides the results of ATE's analysis.

According to the 1997 ATE Report, the p.m. peak hour traffic count performed at the airport indicated that there were 453 vehicle trips generated by both the airport and adjacent land uses.

**TABLE 4E  
Trip Generation**

Airport Land Use	Operations	ADT Trips	A.M. Peak Hour			P.M. Peak Hour		
			In	Out	Total	In	Out	Total
Existing Condition	523 Flights/Day	1,354	88	69	157	113	122	235
Short-Term (in addition to Existing)	66 Flights/Day	170	11	9	20	14	15	29
Long-Term (in addition to Existing)	315 Flights/Day	816	53	42	95	68	74	142

Source: ATE Traffic Analysis, *Draft Camarillo Airport Master Plan Update, 1997.*

In addition to calculating vehicle trips, ATE also evaluated existing traffic flows on area roadways and intersections and developed a breakdown of the trip distribution percentages on the roadways. These are illustrated in **Table 4F, Trip Distribution**. This data is used in determining project impacts on the local roadway network.

**TABLE 4F  
Trip Distribution**

Roadway	Percentage of Total Traffic
U.S. Highway 101 - North	9%
U.S. Highway 101 - South	12%
Las Posas Road - North	33%
Las Posas Road - South	3%
Pleasant Valley Road - East	12%
Pleasant Valley Road - West	20%
East Fifth Street - West	1%
Ventura Boulevard - East	10%

Source: ATE Traffic Analysis, *Draft Camarillo Airport Master Plan Update, 1997.*

## ENVIRONMENTAL CONSEQUENCES

During the agency coordination process, correspondence was received from the City of Camarillo, Ventura County Department of Public Works, Transportation Agency, Oxnard Union High School District, and California Department of Transportation - Highway Division requesting a traffic analysis on the proposed project (see **Appendix C**). The High School District was particularly concerned with increased vehicle trips near Frontier High School.

As with existing trip generation estimates, trip generation rates for the future year conditions were obtained from the *Institute of Transportation Engineers Trip Generation Manual*. Although other land uses exist on or adjacent to airport property (the industrial/business park, schools, Sheriff's Academy, County Department of Airports, and the Fire Department Administration), it was assumed for the purpose of this study that no significant growth or expansion of these land uses were expected to occur in the future and would, therefore, have no bearing on the number of average daily trips estimated to occur as a result of continued airport use.

The City of Camarillo traffic impact thresholds were used to assess the significance of traffic impacts generated by the No Action and Proposed Action alternatives. These impact thresholds use existing and background traffic conditions as the baseline scenario for determining traffic impacts. The City of Camarillo defines the following impact criteria:

- *Roadways*: traffic impacts are determined based on the operation of the study area street system under both baseline and baseline plus project traffic conditions.
- *Intersection*: project impacts are significant and must be mitigated if they exceed the threshold criteria, as provided in **Table 4G, City of Camarillo Intersection Threshold Criteria**. If traffic impacts are expected to result, mitigation measures are required to provide a level of service equal to or better than the baseline scenario.

<b>TABLE 4G City of Camarillo Intersection Threshold Criteria</b>	
<b>Baseline + Project Level of Service</b>	<b>Critical Project-Added Peak Hour Trips</b>
LOS D	30 Trips
LOS E	20 Trips
LOS F	10 Trips

Source: ATE Traffic Analysis, *Draft Camarillo Airport Master Plan Update, 1997*

Baseline levels for the study-area intersections were obtained from recent traffic studies performed in the City. Specifically, the City of Camarillo recently completed an improvement project for the Las Posas Road/Highway 101 Southbound ramps. Of the five intersections evaluated, three were found to have an LOS of C or better, indicating that no further analysis of these intersections is required. The remaining two intersections, Las Posas Road with Daily Drive and Las Posas Road with Highway 101 Southbound Ramps, had LOS of E and D respectively and are, therefore, subject to further consideration.

### Alternatives

**No Action.** Table 4E, illustrates the additional vehicle trips expected to occur at Camarillo Airport in the future under either the No Action or Proposed Action alternatives. These estimates were based

on the operational forecasts included in the *Draft Airport Master Plan Update* and, as such, reflect the projected demand for the airport facilities. This demand is expected to exist regardless of the development of any additional facilities at Camarillo Airport.

As illustrated in the table, over the short-term, continuing use of the airport is expected to generate an additional 170 average daily trips (compared with the existing condition), 20 of which would occur during the a.m. peak hour and 29 during the p.m. peak hour. Over the long-term, the airport is expected to generate an additional 816 average vehicle trips per day (compared with the existing condition), 95 of which would occur during the a.m. peak hour and 142 during the p.m. peak hour.

**Table 4H, P.M. Peak Hour Intersection Levels of Service**, illustrates the baseline condition for the two intersections which have an LOS of D or lower according to the ATE Study of a year ago. As illustrated, with the forecasted increased use of the airport, the No Action alternative will result in a significant impact to two intersections: Las Posas Road and Daily Drive, and Las Posas Road and the Highway 101 Southbound Ramps. It should be noted that a study done for subsequent projects (the Camarillo Promenade Factory Outlet Store and Theater) indicated that with mitigation of these uses, the Las Posas Road/U.S. 101 Southbound Ramps intersection would operate at an LOS of C, and would, therefore, no longer meet the threshold requirements. This means that implementation of the long-term plan for Camarillo Airport would only result in significant impacts to the Las Posas Road and Daily Drive intersection.

Intersection	Baseline	Short-term		Long-term	
	LOS	Project Critical Trips	Potential Impact?	Project Critical Trips	Potential Impact?
Las Posas Road/Daily Drive	E	4	No	22	Yes
Las Posas Road/Hwy 101 SB Ramps	D	11	No	54	Yes

Source: ATE Traffic Analysis, *Draft Camarillo Airport Master Plan Update*, 1997.

During agency coordination, Oxnard Union High School District expressed concern regarding increased traffic near Frontier High School. This school is located adjacent to the airport on Skyway Avenue and Stearman Street. Traffic safety in this area is under the jurisdiction of the City of Camarillo. The City of Camarillo posts and enforces the speed limits in this area. Implementation of the No Action alternative will have no effect on the posted speed limit or its enforcement.

**Proposed Action.** The impacts under the Proposed Action are expected to be the same as those under the No Action alternative. As indicated, with the forecasted increased use of the airport, the Proposed Action will result in a significant impact to the Las Posas Road/Daily Drive intersection (assuming mitigation of the Camarillo Promenade Factory Outlet Store and Theater).

Regarding Oxnard Union High School District's concern at Frontier High School; again, traffic safety in this area is under the jurisdiction of the City of Camarillo, which posts and enforces the speed limits in this area. Implementation of the Proposed Action alternative will have no effect on the posted speed limit or its enforcement.

The County Fire District is proposing a fire station at the corner of Las Posas Road and the proposed driveway to the east hangar area. The Fire District requires a full service intersection for their purposes. The City of Camarillo has expressed concern with the effects of such an intersection on traffic flow in the area. The County Department of Airports will work with the City and County in identifying and funding an appropriate design for this intersection.

### **Analysis Summary**

**Threshold of Significance.** According to *FAA Order 5050.4A*, traffic and circulation impacts may occur where "noticeable increases in traffic congestion or access time to community facilities, recreation areas, or places of residence or business" occur. According to Ventura County's *Initial Study Assessment Guidelines*, impacts to scenic highways occur where a project is within one-half mile and visible from the designated or eligible highway. If the project is not visible from the highway it would have no impact and if the project is greater than one-half mile away, it would generally have no significant impact. Because Camarillo Airport is located within the City of Camarillo, the City's threshold criteria for traffic impacts has been utilized. The City of Camarillo identifies potentially impacted intersections as those which exceed the thresholds identified in **Table 4G**.

**NEPA Analysis.** As projected traffic counts would be the same under either the No Action or Proposed Action alternatives, the project will not result in a noticeable increase in traffic congestion or access time; therefore, no significant impact to traffic and circulation is expected to occur.

**CEQA Analysis.** With continuing use of the airport, traffic associated with the facility is expected to increase over the Existing Condition by 816 ADT; 95 of these trips are expected to occur during the a.m. peak hour and 142 during the p.m. peak hour. This will result in impacts to the Las Posas Road/Daily Drive and Las Posas Road/Highway 101 Southbound Ramps intersections in the long-term. Given implementation of the mitigation measure identified below, this impact is expected to be less-than-significant. The Proposed Action will not result in impacts to any County-designated scenic roadway.

**Cumulative Impacts.** As indicated in the text of this traffic analysis, the existing plus long-range conditions would result in a total of 2,170 ADT, of which 252 would be a.m. peak hour and 377 p.m. peak hour. As discussed, the Las Posas Road/Daily Drive and Las Posas Road/Highway 101 Southbound Ramps intersections would be impacted. Based on the City's criteria, with full geometric buildout of these intersections, the impacts would be less-than-significant with the proposed mitigation measure.



## **CONSISTENCY WITH LAND USE PLANS AND POLICIES**

With mitigation of the intersection impacts, both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls regarding traffic and circulation for the airport area. The Ventura County Department of Airports will comply with the County/City's Reciprocal Agreement, as required, to contribute its "fair share" for improvements, as indicated below.

For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

## **MITIGATION MEASURES**

The following traffic and circulation mitigation measure is provided.

- Ventura County Department of Airports will comply with the County's and/or City's Traffic Impact Mitigation Fee Programs, as required, in order to mitigate potential traffic impacts associated with the individual elements of the Proposed Action. New construction projects will be evaluated on a project by project basis. At the time of application for a building permit, a project description will be submitted to the County Transportation Department and/or City Traffic Engineer to determine its potential impact to County and/or City roads. If it is determined that the proposed project will have impacts, the Director of Airports and a County and/or City representative will determine the appropriate fee needed to mitigate the project impact. This fee may include the dedication of right-of-way for the widening of either Las Posas Road and/or Pleasant Valley Road.

## **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

With contribution to the County and/or City's Traffic Impact Mitigation Fee programs, impacts to traffic and circulation as a result of the Proposed Action are reduced to a level of less-than-significant.

## **AIR QUALITY**

### **AIR QUALITY EMISSIONS ANALYSIS BACKGROUND**

Pursuant to *FAA Order 5050.4A*, the 1982 Airport Act requires that Airport Improvement Program applications for projects involving airport location, runway location, or a major runway extension shall not be approved unless the governor of the state in which the project is located certifies that there is "reasonable assurance" that the project will be located, designed, constructed, and operated in compliance with applicable air and water quality standards. Because the Proposed Action will not result in the location of a new airport, the construction of a new runway, or the expansion of an existing runway, air quality certification in accordance with the Act is not required.

As part of this environmental documentation, the Ventura County Air Pollution Control District requested an air emissions study (see **Appendix C**). The following subsection summarizes the results of an air quality study prepared by Envicom Corporation and is located in **Appendix F**.

Air quality in a given location is described by the concentrations of various pollutants in the atmosphere, generally expressed as parts per million (ppm) or microgram per cubic meter ( $\mu\text{g}/\text{m}^3$ ). The significance of a pollutant concentration is determined by comparing it to the state and federal ambient air quality standards. In 1971, the United States Environmental Protection Agency established National Ambient Air Quality Standards (NAAQS) for six pollutants: carbon monoxide (CO), nitrogen dioxide ( $\text{NO}_2$ ), sulphur dioxide ( $\text{SO}_x$ ), lead, ozone, and particulate matter of ten microns or smaller ( $\text{PM}_{10}$ ). Prior to that, the California Clean Air Act (CAA) established state specific air quality standards for the same six pollutants plus sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particulates. In addition, the California CAA identifies stricter standards for the “national pollutants.”

Based upon both federal and state air quality standards, a specific geographic area can be classified under the Federal and State CAA as either being an “attainment” or “non-attainment” area for each criteria pollutant. The criteria for non-attainment designation varies by pollutant. As identified in the *1994 Air Quality Management Plan (AQMP)*, Ventura County is both a federal and state designated non-attainment area for ozone and a state non-attainment area for  $\text{PM}_{10}$ .

The California Air Resources Board (CARB) coordinates the statewide air quality planning process which is aimed at meeting both the national and statewide AAQS. They have been identified as the responsible agency for all air quality regulations in the State of California. Local control in air quality management is provided by CARB through county-level Air Pollution Control Districts (APCDs). The Ventura County APCD oversees air quality planning for air pollution sources in Ventura County. The Southern California Association of Governments (SCAG) is also involved in air quality planning in the SCAG region, of which Ventura County is a part, APCD prepares the AQMP which provides the framework for air quality and pollution management in Ventura County.

The 1994 AQMP, including a 1995 revision, was approved by the EPA in September 1996. The AQMP includes air pollution control measures to reduce ROC and NOX emissions, both ozone precursors, and bring the region into compliance with the federal ozone standard. This plan predicts attainment of the federal ozone standard by 2005.

In September 1997, the EPA adopted stricter air quality standards for ozone and  $\text{PM}_{10}$ . Regarding ozone, the new standards reduce the averaging time from 24 hours to 8 hours and lowers the concentration level from 0.12 ppm to 0.8 ppm. Regarding  $\text{PM}_{10}$ , the old standard has been split into two new standards: a fine fraction (less than or equal to 2.5 microns in diameter) and a course fraction (greater than 2.5 microns but less than 10 microns in diameter). The EPA has proposed an interim policy leaving the existing ozone and  $\text{PM}_{10}$  standards in effect until the states submit for EPA approval new State Implementation Plans that address these new standards.

**Table 4J, Ambient Air Quality Standards**, describes the current state and federal standards applicable to Camarillo Airport.

**TABLE 4J  
Ambient Air Quality Standards**

Air Pollutant	Average Sampling Time	California <sup>1</sup>	Federal <sup>2</sup>	
		Concentration	Primary Concentration <sup>3</sup>	Secondary Concentration <sup>4</sup>
Ozone	1 hour 8 hours <sup>5</sup>	0.09 ppm (180 $\mu\text{g}/\text{m}^3$ ) —	0.12 (235 $\mu\text{g}/\text{m}^3$ ) 0.08 ppm (160 $\mu\text{g}/\text{m}^3$ )	— 0.08 ppm
Carbon Monoxide	8 hours 1 hour	9 ppm (10 $\mu\text{g}/\text{m}^3$ ) 20 ppm (23 $\mu\text{g}/\text{m}^3$ )	9 ppm (10 $\mu\text{g}/\text{m}^3$ ) 35 ppm (40 $\mu\text{g}/\text{m}^3$ )	— —
Nitrogen Dioxide	Annual Arithmetic Mean 1 hour	— 0.25 ppm (470 $\mu\text{g}/\text{m}^3$ )	0.053 ppm (100 $\mu\text{g}/\text{m}^3$ ) —	0.053 ppm (100 $\mu\text{g}/\text{m}^3$ ) —
Sulfur Dioxide	Annual Arithmetic Mean 24 hours 3 hours 1 hour	— 0.04 ppm (105 $\mu\text{g}/\text{m}^3$ ) — 0.25 ppm (655 $\mu\text{g}/\text{m}^3$ )	0.03 ppm (80 $\mu\text{g}/\text{m}^3$ ) 0.14 ppm (365 $\mu\text{g}/\text{m}^3$ ) — —	— — 0.53 ppm (1300 $\mu\text{g}/\text{m}^3$ ) —
Fine Particulate Matter (PM <sub>2.5</sub> )	24 Hour Annual Arithmetic Mean	— —	65 $\mu\text{g}/\text{m}^3$ 15 $\mu\text{g}/\text{m}^3$	65 $\mu\text{g}/\text{m}^3$ 15 $\mu\text{g}/\text{m}^3$
Respirable Particulate Matter (PM <sub>10</sub> )	Annual Geometric Mean 24 hour Annual Arithmetic Mean	30 $\mu\text{g}/\text{m}^3$ 50 $\mu\text{g}/\text{m}^3$ —	— 150 $\mu\text{g}/\text{m}^3$ 50 $\mu\text{g}/\text{m}^3$	— 150 $\mu\text{g}/\text{m}^3$ 50 $\mu\text{g}/\text{m}^3$
Sulfates	24 hour	25 $\mu\text{g}/\text{m}^3$	—	—
Lead	30-day Average Calendar Quarter	1.5 $\mu\text{g}/\text{m}^3$ —	— 1.5 $\mu\text{g}/\text{m}^3$	— 1.5 $\mu\text{g}/\text{m}^3$
Hydrogen Sulfide	1 hour	0.03 ppm (42 $\mu\text{g}/\text{m}^3$ )	—	—
Visibility Reducing Particles	8 hour (10 a.m. to 6 p.m. PST)	A sufficient amount to produce an extinction coefficient of 0.23 per kilometer visibility of 10 miles or more due to particles when the relative humidity is <70%.		

Notes: <sup>1</sup> State Standards for O<sub>3</sub>, CO, NO<sub>2</sub>, SO<sub>2</sub> (1 hour and 24 hour) and suspended particulate matter PM<sub>10</sub> and visibility reducing particles are values not to be exceeded. All other pollutants not to be equaled nor exceeded.  
<sup>2</sup> Federal standards not to be exceeded more than once in any calendar year.  
<sup>3</sup> National Primary Standard: The levels of air quality necessary, with an adequate margin of safety, to protect public health.  
<sup>4</sup> National Secondary Standard: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.  
<sup>5</sup> New Federal standard enacted in 1997. Effective as of September 16, 1997.

Source: ARB Fact Sheet 36, November, 1991.  
 Envicom Corporation.  
 Correspondence from APCD regarding *Draft Oxnard Airport Master Plan Update EA/EIR*.

## **Air Pollution Factors**

Local air quality is affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, provide the links between air pollutant emissions and air quality.

The climate of the project area is considered Mediterranean, indicating it experiences warm, dry summers and cooler, relatively damp winters. The annual average temperature (as recorded at the Oxnard Air Force Base, now Camarillo Airport) ranges between 49 and 70 degrees Fahrenheit. The average annual daily temperature is 59.9 degrees Fahrenheit.

Winds control the rate and direction of pollution dispersal. The wind direction at Camarillo Airport is from the west approximately 80 percent of the time, indicating that aircraft takeoff to the west a commensurate amount of time. Because the ocean is cooler than the land throughout much of the warm season, the onshore component from the west is overall more dominant. During most of the daylight hours, a sustained breeze flows inland in the project vicinity. Occasionally, however, when strong evening offshore windflow is present, pollution from inland areas can stagnate along the coast the next day.

Southern California experiences strong temperature inversions that limit the vertical depth through which pollution can be mixed and diluted. The summertime air in Camarillo is characterized by a sharp discontinuity between the cool marine air on the surface and the warm, sinking air aloft within the high pressure cell over the ocean to the south and west. This marine/subsidence inversion forms a lid at about 1,000 feet above the Oxnard Plain when, during the day, cool ocean air brought in by the onshore winds undercuts the warm sinking air of the Pacific high pressure system.

A second inversion type forms on clear winter nights when cold air off the mountains sinks to the surface while the air aloft remains warm. This process forms radiation inversions. These inversions, in conjunction with calm winds, trap pollutants such as automobile exhaust near their source. While both inversions occur through the year, marine inversions are dominant during the day in summer and radiation inversions are much stronger on long, cool winter nights.

## **Air Pollution Sources**

There are two general categories of sources from which air pollutants are generated: mobile sources and stationary sources. In the case of Camarillo Airport, mobile sources refer to those sources which are movable (aircraft, vehicles, and construction vehicles), while above ground fuel storage tanks and solvent usage are assumed to be the primary stationary emission sources.

## **Methodology**

Regarding Camarillo Airport, existing operational emissions were calculated using the FAA and U.S. Air Force's (USAF) Emissions and Dispersion Modeling System (EDMS). The EDMS model

is listed among the EPA's and the FAA's preferred guideline models. It calculates emissions and dispersion of the pollutants associated with an airport, including aircraft, vehicular, and stationary emissions. The emissions inventory module calculates aircraft emissions based on EPA and USAF engine emission factors and the number of landing and takeoff cycles, both peak hour and annual. Typical aircraft operations considered in the program include idling at gates, taxiing, runway queuing, takeoff, climb-out, and approach.

Emissions from aircraft takeoffs and landings, vehicle trips, fuel transfers, and solvent use were modeled to determine the amount of emissions currently being generated at Camarillo Airport. EDMS incorporates EPA-approved dispersion models (PAL2 and CALINE3) for the various emission source types. Pollutants analyzed with EDMS include CO, HC, NOX, SOx, and PM<sub>10</sub>.

Reactive Organic Compounds (ROC), along with other pollutants such as lead and ozone, are not included in the EDMS modeling system because the data required to include these emissions is not available for aircraft and there is no approved methodology for estimating aircraft-related ROC. According to the *Air Quality Analysis* report (see **Appendix F**), the Ventura County APCD directed that HC emissions, which are similar to ROC in structure, be converted to ROC by the same formula found in their *Guidelines for the Preparation of Air Quality Impact Analyses* for converting Total Organic Gases to ROC. The URBEMIS5 mobile air quality computer program, which was developed by CARB, was used to calculate vehicle emissions, as recommended by the APCD.

The APCD Guidelines identify air pollutant emission thresholds of significance for projects in Ventura County. Projects are considered to result in a significant adverse air quality impact if any of the thresholds of significance are exceeded. Typically, these thresholds apply to individual improvement/development projects and not to a 20-year master plan. The following thresholds were considered.

- Emissions exceeding 25 pounds per day of ROC or NOX.
- A project which causes ambient air quality standards (state or local) to be exceeded or makes a substantial contribution to an existing exceedance of a federal or state air quality standard. (California ambient CO thresholds are more stringent than federal standards. A significant impact occurs when the State CO one-hour threshold of 20 ppm or the eight-hour threshold of 9 ppm is exceeded or significantly worsened (the federal one and eight-hour thresholds are 9 ppm and 35 ppm, respectively). Such impacts are typically generated by vehicle traffic and create what are known as CO hot spots. In the case where the background ambient concentration already exceeds the state or federal threshold, a project-generated CO hot spot which exceeds 1 ppm in one hour or 0.45 ppm in 8 hours is considered significant.)

Air emissions resulting from construction activities were also calculated for this EA/EIR, these are discussed under the following section titled Construction Impacts.

## EXISTING CONDITIONS

Ambient air quality monitoring in southern California is performed by the CARB via a network of air quality monitoring stations. The closest monitoring station to the Camarillo Airport is the El Rio

air monitoring station, located in the County of Ventura near the City of Oxnard. **Table 4K, Historical Air Quality Data**, lists the air quality information from the El Rio air monitoring station from 1993 through 1996.

As illustrated in **Table 4K**, the only thresholds exceeded at the El Rio station from 1993 through 1996 were federal and state thresholds for ozone and the state threshold for PM<sub>10</sub>. In 1996, the most recent year for which data is available, the state threshold for ozone was exceeded eight times and the state threshold for PM<sub>10</sub> was exceeded once. The federal threshold for ozone was exceeded once in 1993.

<b>Table 4K Historical Air Quality Data El Rio Air Monitoring Station</b>				
<b>Pollutant</b>	<b>1993</b>	<b>1994</b>	<b>1995</b>	<b>1996</b>
<b>Ozone (O<sub>3</sub>)</b>				
Maximum Concentration (ppm/1hr)	0.14	0.12	0.12	0.12
No. of Days Exceeded Standard:				
Federal > 0.12 ppm/1hr	1	0	0	0
State > 0.09 ppm/1hr	8	7	7	8
<b>Carbon Monoxide (CO)</b>				
Maximum Concentration (ppm/1hr)	5.0	2.9	2.9	2.2
Maximum Concentration (ppm/8hrs)	2.7	2.2	2.4	1.5
No. of Days Exceeded Standard:				
≥ 9.1 ppm/8hrs	0	0	0	0
>20 ppm/1hr	0	0	0	0
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>				
Maximum Concentration (ppm/1hr)	0.08	0.10	0.13	0.11
No. of Days Exceeded State Standard:				
>0.25 ppm/1hr	0	0	0	0
<b>Sulfur Dioxide (SO<sub>2</sub>)</b>				
Maximum 24-hr Concentration (μgm-3)	NA	0.01	0.01	0.01
No. of Days Exceeded State Standard:				
>0.05 ppm/24-hr	0	0	0	0
>0.25 ppm/1hr	0	0	0	0
<b>Suspended Particles (PM<sub>10</sub>)</b>				
Number of Samples	59	57	60	61
Maximum 24-hr Concentration (μgm-3)	63	61	62	64
No. of Samples Exceeding Standard:				
Federal > 150 μgm-3	0	0	0	0
State ≥ 50 μgm-3	4	2	3	1
Geometric Mean Concentration μgm-3	25.4	26.3	22.3	22.4
Arithmetic Mean Concentration μgm-3	29.0	29.2	26.2	22.4
Sources: Air Quality Analysis for the Camarillo Airport Master Plan EA/EIR, Envicom Corporation, 1998. California Air Resource Board				

## Existing Emissions

As previously stated, correspondence received from the Ventura County Air Pollution Control District (see **Appendix C**) required that the emissions analysis for this environmental document be prepared in accordance with the *County's Guidelines for the Preparation of Air Quality Impact Analyses*. Coordination with County APCD allowed the use of the *Emissions Dispersion Modeling System* Program developed for use at airports by the FAA and Department of Defense. This analysis was supplemented, as required by the County APCD. **Appendix F** includes, in its entirety, the air quality analysis completed for this report.

**Table 4L, Emission Inventory**, provides the estimated total emissions for Camarillo Airport in 1997, including aircraft, ground support equipment, vehicle traffic (both to and from the airport), and stationary sources (fuel tanks and solvents). Emissions associated with vehicle trips is also broken out. For emissions information regarding the remaining elements, refer to **Appendix F**. The air emissions levels for 1997 are provided for informational purposes only. Under federal regulations, the impacts of the Proposed Action are compared to the No Action for the same year in order to determine significance.

Pollutant	Annual Emissions			
	Total Airport <sup>1</sup>		Vehicle Emissions Only	
	tons/year	lbs/day	tons/year	lbs/day
Carbon Monoxide (CO)	4,032.69	22,096.90	21.00	115.05
Nitrogen Oxides (NOX)	39.26	215.13	3.06	16.77
Reactive Organic Compounds (ROC)	55.51	304.23	2.22	12.17
Sulphur Oxides (SOx)	2.45	13.40	0.19	1.02
Particulate Matter of 10 Microns or Smaller (PM <sub>10</sub> )	0.65	3.56	0.35	1.92

Notes: <sup>1</sup> Includes aircraft, ground support equipment, stationary sources, and vehicles.  
Source: Air Quality Analysis for the Camarillo Airport Master Plan EA/EIR, Envicom Corporation, 1998.

Based on information included in the Air Quality Analysis, aircraft operations account for nearly 97 percent of the CO emissions, 74 percent of the NOX emissions, 92 percent of the ROC emissions, 82 percent of the SOx emissions, and none of the PM<sub>10</sub> emissions.

## ENVIRONMENTAL CONSEQUENCES

During the agency coordination process, correspondence was received from the City of Camarillo, Oxnard Union High School District, Pleasant Valley School District, and Ventura County

Superintendent of Schools expressing concerns regarding air quality impacts from aircraft operations at Camarillo Airport on school facilities (see **Appendix C**). In addition, the Ventura County Air Quality Management District identified the need to perform an air emissions assessment (see **Appendix C** and **Appendix F**, the requested air emissions assessment).

**Alternatives**

**No Action.** Under federal air quality modeling and analysis guidelines, the No Action Alternative represents the baseline condition to which the Proposed Action is compared. The No Action air pollutant emissions were estimated using operations forecasts developed as part of the airport master planning process; as such, these estimates represent total impacts of the airport and include the emissions from aircraft, ground support equipment, vehicle traffic, and stationary sources (fuel tanks and solvents). These estimated emissions are provided in **Table 4M, Airport Annual Emissions Inventory: No Action and Proposed Action Alternatives**. For more detailed information, refer to **Appendix F**.

Pollutant	APCD Thresholds	Total Emissions							
		No Action				Proposed Action			
		Short-term		Long-term		Short-term		Long-term	
		tons/yr	lbs/day	tons/yr	lbs/day	tons/yr	lbs/day	tons/yr	lbs/day
CO	N/A <sup>2</sup>	4,710.25	25,809.56	6,546.09	35,869.14	4,710.25	25,809.56	6,546.09	35,869.14
NOX	25 lbs/day	45.14	247.33	62.34	341.57	45.14	247.33	62.34	341.57
ROC	25 lbs/day	63.01	345.25	79.20	433.96	63.01	345.25	79.20	433.96
SOx	N/A <sup>2</sup>	2.84	15.58	3.87	21.22	2.84	15.58	3.87	21.22
PM <sub>10</sub>	N/A <sup>2</sup>	0.73	4.00	1.08	5.91	0.73	4.00	1.08	5.91

Note: <sup>1</sup> Includes aircraft, ground support equipment, stationary sources, and vehicle emission sources.  
<sup>2</sup> As Ventura County is in attainment for CO, SOx, and PM<sub>10</sub>, the APCD does not have thresholds for these pollutants.  
Source: Air Quality Analysis for the Camarillo Airport Master Plan EA/EIR, Envicom Corporation, 1998.

Air emissions associated with vehicle trips only are provided in **Table 4N, Vehicle Trips Emissions Inventory, No Action and Proposed Action**. These numbers indicate that total traffic impacts will remain within the identified APCD thresholds.

The No Action Alternative is not expected to have construction-related air quality impacts as no new development at the airport would take place under this scenario.



**TABLE 4N****Vehicle Trips Emissions Inventory: No Action and Proposed Action Alternatives**

Pollutant	APCD Thresholds	Total Vehicle Emissions							
		No Action				Proposed Action			
		Short-term		Long-term		Short-term		Long-term	
		tons/yr	lbs/day	tons/yr	lbs/day	tons/yr	lbs/day	tons/yr	lbs/day
CO	N/A <sup>1</sup>	14.97	82.00	11.62	63.66	14.97	82.00	11.62	63.66
NOX	25 lbs/day	2.94	16.10	3.31	18.12	2.94	16.10	3.31	18.12
ROC	25 lbs/day	1.66	9.08	1.00	5.47	1.66	9.08	1.00	5.47
SOx	N/A <sup>1</sup>	0.21	1.17	0.30	1.66	0.21	1.17	0.30	1.66
PM <sub>10</sub>	N/A <sup>1</sup>	0.38	2.08	0.50	2.73	0.38	2.08	0.50	2.73

Note: <sup>1</sup> As Ventura County is in attainment for CO, SOx, and PM<sub>10</sub>, the APCD does not have thresholds for these pollutants.  
Source: Air Quality Analysis for the Camarillo Airport Master Plan EA/EIR, Envicom Corporation, 1998.

**Proposed Action.** The Proposed Action air pollutant emissions were estimated using operations forecasts developed as part of the airport master planning process. As with the No Action alternative, these estimates include aircraft, ground support equipment, vehicle traffic, and stationary sources. Construction-related emissions, which would be directly associated with implementing the Proposed Action, are discussed in the Construction Impacts Section of this chapter.

As it is too speculative to estimate the number of aircraft operations and vehicle trips resulting from the proposed improvements (see discussion on page 6-3), forecasted air pollutant emission levels for both the short-term and long-term planning periods with implementation of the Proposed Action are expected to would be identical to those of the No Action Alternative (see Table 4M and Table 4N).

As required by the second identified AQMP criteria, the potential for CO hot spots was considered. The APCD indicates that a CO hot spot screening analysis should be conducted for a project (usually individually development/improvement projects, as opposed to a 20-year master plan) that generates 25 pounds per day of ROC or NOX and which may impact roadway conditions of intersections that are currently operating at or are anticipated to operate at a Level of Service of D, E, or F. Since this project does not fall under that category, a CO hot spot analysis was not required.

Air emissions resulting from construction activities are described in the following Construction Impacts section of this chapter.

### Analysis Summary

**Threshold of Significance.** The APCD Guidelines provide that project will not result in a significant impact when it is consistent with the most recent AQMP. In accordance with the FAA technical document *FAA - AEE-97-03, Air Quality Procedures for Civilian Airports and Air Force*

*Bases*, where projects are located in areas of NAAQS nonattainment, a significant impact occurs if the project does not provide general conformity with the Federal Clean Air Act. The general conformity thresholds for this project are 25 ~~tons/year~~ pounds/day of NOX and ~~26 pounds/day of~~ ROC; individual projects that do not ~~result in an increase in these emissions beyond~~ exceed these thresholds are ~~not~~ considered to be in general conformity.

**NEPA Analysis.** The Proposed Action is not anticipated to result in an increase in emissions of NOX or ROC compared with the No Action alternative; therefore, the air quality impact of the Proposed Action is considered less-than-significant and no mitigation measures are required. The project is in general conformity with the Federal Clean Air Act.

**CEQA Analysis.** Over the long-term, projected increased use of Camarillo airport will result in an increase in NOX emissions of 126.44 pounds per day and in ROC emissions of 129.73 pounds per day. Vehicle trips will account for 1.35 pounds per day of additional NOX emissions associated with vehicle trips is also projected over the long-term. Because this is a Master Plan, these impacts are considered regional and therefore, cumulative impacts. Individual projects will be considered on a project-by-project basis. Further, the Master Plan is based on population forecasts to determine projected demand. Since Camarillo Airport is located in an area that is ~~forecasted to remain~~ within the AQMP population forecasts ~~during both the short-term and long-term planning periods;~~ therefore, the project is considered consistent with the most recent AQMP. No mitigation measures are required.

**Cumulative Impact.** Continuing use of Camarillo Airport will result in NOX emissions of 341.57 pounds per day and in ROC emissions of 433.96 pounds per day; of this, 18.12 pounds per day of NOX emissions and 5.47 pounds per day of ROC emissions are associated with vehicle trips. Because Camarillo Airport is located in an area that is ~~forecasted to remain~~ within the AQMP population forecasts ~~during both the short-term and long-term planning periods~~, no significant cumulative impacts are expected to occur as a result of the Proposed Action. As illustrated in **Table 4M**, however, implementation of all elements of the project will result in an exceedance of the identified APCD thresholds. Because this impact would be expected to occur on a regional basis, regardless of the proposed improvements (i.e., general aviation passengers and users would utilize other airports in the region, such as Oxnard or Burbank, thereby also increasing automobile trips), this cumulative impact is considered less-than-significant *de minimus*.

## CONSISTENCY WITH LAND USE PLANS AND POLICIES

Both the Proposed Action and the No Action alternatives are consistent with local, regional, state and federal plans, policies, and controls regarding air quality in the airport area, including the *Federal Clean Air Act*, *SCAG Regional Comprehensive Plan*, *1994 Ventura County Air Quality Management Plan*, *Ventura County Plans and Policies*, and *City of Camarillo General Plan*. While not required under this EA/EIR, implementation of the *Draft Camarillo Airport Master Plan Update* offers the opportunity for the Ventura County Department of Airports to encourage, as appropriate

and applicable, the implementation of Transportation Control Measures, as set forth in the *Air Quality Management Plan*, on an airport-wide basis. These measures include the following.

- Provide preferential parking spaces for car pools and van pools and a minimum vertical clearance of 7'2" in structure parking facilities for vans.
- Design onsite parking lots and egress/ingress routes to reduce vehicle queuing.
- Implement Transportation Demand Measures (TDM) on a project-by-project basis.
- Provide for transit stops and turnouts in large commercial and industrial developments. Provide benches and shelters at transit stops.
- Fund the use of electric and alternative fuel transit shuttles.
- Orient buildings to take advantage of solar heating and cooling. Use extended eaves on the south and west sides of buildings and deciduous trees in landscaping.
- Use energy efficient building materials that exceed Title 24 requirements. Use double-glass paned or thermal efficient windows.
- Permit only the use of energy efficient low-sodium lights in parking areas.
- Within major office commercial and industrial areas, permit the development of cafeterias, bans, and other onsite employee services.
- Provide for pedestrian and bicycle access along and within major industrial, research and development, and office commercial areas.

Because these measures are not required as part of either direct or cumulative project impacts, they are not offered here as mitigation measures, but as commitments on the part of the Ventura County Department of Airports. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

## MITIGATION MEASURES

No mitigation measures are required.

## SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

## WATER SUPPLY AND QUALITY

Pursuant to *FAA Order 5050.4A*, the 1982 Airport Act requires that Airport Improvement Program applications for projects involving airport location, runway location, or a major runway extension shall not be approved unless the governor of the state in which the project is located certified that there is "reasonable assurance" that the project will be located, designed, constructed, and operated in compliance with applicable air and water quality standards. Because the Proposed Action will not result in the location of a new airport, the construction of a new runway, or the expansion of an existing runway, water quality certification in accordance with the Act is not required.

A Clean Water Act, Section 404 permit, allowing dredge and fill in wetlands or other waters of the U.S., is not required for the Proposed Action because no jurisdictional waters are located on airport property or would be impacted by the Proposed Action. (See section titled Wetlands and Waters of the U.S.) Clean Water Act, Section 402 compliance is discussed below, under the Surface Runoff and Soil Erosion subsections.

Water supply and quality concerns related to airport development include the following:

- Potable water supply
- Domestic sewage disposal
- Increased surface runoff and soil erosion
- Storage and handling of fuel, petroleum products, solvents, etc.

### EXISTING CONDITIONS

**Potable water supply.** The City of Camarillo and the Camarillo Airport lie within the Pleasant Valley groundwater basin, which is part of the Fox Canyon Groundwater Basin. Groundwater in the Pleasant Valley basin recharges naturally through stream seepage, percolation of rainfall and subsurface inflow from the surrounding water shed. There are two wells on the Airport from which groundwater is extracted.

The County of Ventura currently owns, maintains and operates the water system at Camarillo Airport. The Water and Sanitation Division (Division) of the County Public Works Agency manages, operates and maintains the water system providing services for the benefit of the Camarillo Airport, property owners and tenants. All of the potable water is locally produced from the two wells situated within the Airport. The wells identified as Well No. 2 (34L2) and Well No. 3 (33R2) extract water from the Pleasant Valley Aquifer. There is a third well identified as well No.1 that is currently abandoned but included in the allocation, as explained later. Currently, groundwater extractions are limited by the Fox Canyon Groundwater Management Agency (GMA) ordinances.

The GMA, created in 1982 by State legislation, is responsible for managing the groundwater resources of the Fox Canyon Groundwater Basin. The primary function of the GMA is the control and management of groundwater to reduce overdraft conditions. The Fox Canyon Groundwater

Basin, is currently in a state of overdraft. The GMA has therefore placed restrictions on pumping groundwater from the area with the intention of reducing groundwater demand and overdraft and achieving a safe yield. Ordinance 5.6, adopted by the GMA in 1990, reduces the amount of groundwater available to consumers by 5 percent every five years until the year 2010, when a 25 percent reduction from 1990 levels will have been achieved.

The 1995-1999 allocations for wells No. 1, 2 and 3 are 8.41 acre-feet per year, 133.65 acre-feet per year and 2.00 acre-feet per year, respectively. Well No. 2 has been in operation since 1952 and has a pumping capacity of 365 gallons per minute (gpm). The current pumping capacity of well No. 3, which has been in operation since 1982, is 1,670 gpm. Although well No. 1 is inactive, it is used in calculating the total allocation for the Camarillo Airport water system. The total annual allocation is 144.06 acre-feet per year. The existing water system presently has 60,000 gallons of elevated tank storage capacity with an additional 75,000 gallons in ground level storage.

The existing distribution system generally consists of eight and six-inch diameter water mains with some three and four-inch diameter mains. By current design standards, mains less than six inches in diameter are considered inadequate. Although the existing system design is considered inadequate in some areas, there are no plans for improvements and have not been any problems with the existing distribution system (Karra, 1998). The present water system is capable of providing 2,500 gpm of fire flow in certain areas of the system.

There are currently 94 water accounts at the Camarillo Airport that utilize this system. These accounts consist of a variety of users including the County Department of Airports, lessees, tenants, schools, businesses, other county agencies, public services, recreational users, and irrigation. All of these users draw from the two on-site wells. **Table 4P, Summary of 1997 Water Consumption**, summarizes the water usage for 1997 as provided by the Division.

	<b>Gallons per Day (gpd)</b>	<b>Hundred Cubic Feet per Year (hcf)</b>	<b>Acre-Feet per Year (ac-ft/yr)</b>
Department of Airports	4,025	1,964	4.51
Other Users	90,377	44,101	101.24
<b>Total Demand</b>	<b>94,402</b>	<b>46,065</b>	<b>105.75</b>

Source: Ventura County Public Works Agency, Water and Sanitation Division

**Domestic sewage disposal.** The County of Ventura also owns, maintains and operates the existing sewer system at the Camarillo Airport. The county sewer system collects the wastewater, then pumps it to the City of Camarillo sewer system that is managed by the Camarillo Sanitary District

(CSD). The existing county system has adequate capacity in collecting discharges from existing customers (Karra, 1998).

The system has, however, been continuously experiencing high concentrations of sulfate and TDS due to excessive stormwater and groundwater infiltration into the collection system (Karra and Westdyke, 1998). The elevated levels of TDS and sulfate violate the local permit limits established by CSD. In order to eliminate this condition, portions of the system have already been slip-lined and the rest of the system is expected to be improved to reduce the infiltration. This project is planned to be completed within the next five years (Karra, 1998).

**Table 4Q, Wastewater Discharge Summary**, summarizes the wastewater discharge from Camarillo Airport for 1996 and 1997. Based on a wastewater discharge report from Camarillo Airport, the actual wastewater discharge for the entire Airport was 15,994,000 gallons in 1996 and 18,752,908 gallons in 1997. Wastewater discharge for the portion of the area owned by the County Department of Airports was estimated at four percent of the total, which is consistent with the actual water demand as discussed previously. The Department of Airports portion is estimated at 639,760 gallons for 1996 and 750,116 gallons for 1997, respectively.

<b>TABLE 4Q Wastewater Discharge Summary</b>		
	<b>1996</b>	<b>1997</b>
County Properties	639,760	750,116
Discharge Total	15,994,000	18,752,908
Source: Camarillo Airport Records		

**Increased surface runoff and soil erosion.** Impervious surfaces such as rooftops and paved parking lots, roadways, and runways, are specific characteristics which may affect the hydrology (runoff quantity) and water quality of a given drainage basin. Surface water runoff from paved surfaces is classified as nonpoint source pollution, meaning that the runoff flows in “sheets” off the paved surface, rather than from a specific point or outlet. Rainstorms cause the oil, grease, and other chemicals, which have accumulated on the paved surfaces to wash off into the surrounding soils or drainage system, similar to runoff from roadways and parking lots. This nonpoint source pollution can have an impact on water quality and aquatic life by carrying sediment and chemical contaminants into nearby waterways.

As an industrial site, Camarillo Airport operates in conformance with Section 402(p) of the Clean Water Act. Ventura County holds a National Pollutant Discharge Elimination System (NPDES) General Permit for stormwater discharges associated with industrial activity.

**Storage and handling of fuel, petroleum products, solvents, etc.** There are currently four, 12,000 gallon capacity, aboveground fuel storage tanks at Camarillo Airport. A fifth tank is on order and

a sixth tank is pending. All four tanks are permitted under the Uniform Fire Code. In addition, the two airport-owned tanks are permitted by the Ventura County Air Pollution Control District. These aboveground tanks replace five underground fuel storage tanks of which four have already been removed.

## ENVIRONMENTAL CONSEQUENCES

During the agency coordination process, correspondence was received from the City of Camarillo Planning Department, Oxnard Union High School District, Pleasant Valley School District, and Ventura County Superintendent of Schools expressing increasing concerns regarding the capacity of the existing water supply and sewer service facilities in the area (see **Appendix C**). In addition, correspondence was received from the Camarillo Sanitary District identifying specific concerns regarding the airport's sewer and drainage facilities, noting that the airport is regularly in violation of its industrial pre-treatment permit due to infiltration of groundwater into the airport's sewer system and/or that the airport's primary water supply may contain high concentrations of certain dissolved compounds which are regulated under the pre-treatment permit. They noted that, while the County is in the process of correcting the problem, increased operations at the airport will worsen the situation until the Airport completes improvements to the existing lines. The City of Camarillo commented during the Initial Study coordination process, expressing concern regarding both stormwater runoff and utility availability (see **Appendix C**).

### Alternatives

#### *No Action.*

*Potable Water Supply.* The demand for potable water at Camarillo Airport is expected to increase as activity at the airport increases. Future water demand associated with aviation use was estimated based upon the industry standard of 10 gallons per day of water demand for each general aviation itinerant operation. Using itinerant operations for 1997, a constant was established to account for irrigation and other businesses/activities that are not expected to change over time. This constant was calculated by multiplying the 1997 itinerant operations by the 10 gallons per day factor and subtracting this number from the actual water consumption. The resulting figure, 1.74 acre-feet/year, is assumed to represent the constant demand for irrigation and other businesses/activities.

The *Draft Airport Master Plan Update* forecasts an increase in itinerant operations as shown in the following table. This increase reflects the increase in demand for the airport facility and is not related to implementation of the proposed improvements. **Table 4R, Existing and Projected Water Demand**, shows the relationship between existing and projected water consumption during the short-term and long-term, utilizing the forecasted itinerant operations estimates. The "Totals" line at the bottom of the table is the sum of the water demand for itinerant operation plus the 1.74 acre-feet/year constant described above.

As shown, the estimated water demand at the Camarillo Airport is expected to be 2.81 acre-feet/yr over the short-term and 4.04 acre-feet per year over the long-term. These numbers represent an increase in total water consumption for the airport of .01 percent over the long-term. In addition, as discussed below, the projected demand will be within the GMA annual allocations.

	Existing	Short-term	Long-term
Itinerant Operations	90,340	92,000	132,000
Gallons per Day	2,475	2,521	3,616
Acre-feet/yr	2.77	2.81	4.04
Total Acre-feet/yr	4.51	4.55	5.78

Note: Includes 1.74 acre-feet/yr constant for irrigation and other users.

The degree of significance for assessing water supply impacts is defined by comparing the projected water demand with available allocations. **Table 4S, Water Demand Compared to Allocations**, summarizes these variables.

As shown in **Table 4R**, increases in water demand associated with the projected increase in users for the No Action alternative is not expected to exceed the allocations for the Airport; therefore, the impact on water supply of implementing this alternative is considered to be less-than-significant.

	Existing	Short-term	Long-term
Department of Airports	4.51	4.55	5.78
Other Users <sup>1</sup>	101.24	106.30	117.20
<b>Total Demand</b>	<b>105.75</b>	<b>110.85</b>	<b>122.98</b>
Allocations	144.06	136.86	130.02

Note: <sup>1</sup> Assumes a five percent increase in water demand per planning horizon for other users.

*Domestic Sewage Disposal.* Future wastewater demand associated with the No Action alternative was estimated by calculating the relationship between the actual water demand and the actual wastewater discharge for 1997. Based on this calculation, it is estimated that approximately 51% of the water consumed is discharged into the sewer system. This percentage also includes infiltration and, therefore, is greater than the actual wastewater produced by the airport operations. It is anticipated that as improvements are made to the system this number will actually be lower. It is



assumed that the remainder of the water demand is used for irrigation or outdoor washing activities and either percolates into the ground, evaporates or directly runs off into the flood control drainage system. In addition, the existing and proposed improvements at the airport (i.e., hangars and taxiway improvements) are not considered high water demand uses. **Table 4T, Projected Wastewater Discharge**, illustrates the estimated wastewater production at Camarillo Airport for the short and long-term planning horizons based on the factor of 51% of the estimated water demand.

Existing	Short-Term	Long-Term
2,055 gallons per day (gpd)	2,071 gpd	2,632 gpd
750,116 gallons per year (gpy)	755,955 gpy	960,534 gpy

This represents an increase of 5,839, gallons per year over the short-term, or approximately one percent increase over existing use. Over the long-term, a total increase of 210,418 gallons per year is projected, reflecting a 28 percent increase over existing use at the airport. As previously noted, this estimate is considered to be high because it includes infiltration that is planned to be corrected in the next five years. According to Camarillo Sanitary District staff the total Camarillo Utility Enterprise (CUE) only contributes approximately one (1) percent of the total discharge to the Camarillo Sanitary District per year; therefore, there is sufficient capacity at the treatment plant to accommodate the projected increases in wastewater at the airport (Viani, 1998). Should improvements to the existing collection system and lift station be necessary, the Department of Airports will pay its fair share.

*Storage and Handling of Fuel, etc.* Under the No Action alternative, the fuel farm would be limited to the six existing/planned storage tanks. As operations at the airport continue to increase, the limited fuel storage capacity may require more frequent fuel deliveries.

No significant water supply or quality impacts are anticipated with implementation of the No Action alternative.

***Proposed Action.***

*Potable Water Supply and Domestic Sewage Disposal.* The *Draft Airport Master Plan Update* projects increases in the number of airport users. The projected increase in users is expected to occur whether the proposed improvements associated with the Master Plan are implemented or not; therefore, the Proposed Action is expected to have the same impact on water and wastewater resources as the No Action alternative. As provided in the above analysis, the impact to these resources is expected to be less-than-significant.

*Increased Surface Runoff and Soil Erosion.* Implementation of the Proposed Action will result in an increase in impermeable surfaces on the site which will result in an increase in surface water runoff

at the airport. In addition, construction of the proposed improvements may have limited, short-term effects on surface water quality, particularly an increase in suspended sediments during and shortly after precipitation events in the construction phase (see Construction Impacts section).

As part of the project design and permitting for the airport improvements, Ventura County Department of Airports will need to amend its existing Stormwater Pollution Prevention Plan for Camarillo Airport to account for the increased pavement and runoff from the proposed project. The increase in runoff caused by the increased impervious area generally means that additional stormwater retention/detention facilities will be needed to allow for sediment removal and reduce peak discharge.

One additional above-ground fuel storage tank would be added to the new fuel farm (beyond the five existing and two currently planned for installation). These tanks would each have a capacity of 12,000 gallons and would be designed and installed in accordance with federal, state, and local regulations. The provision of the additional tanks would allow for less-frequent deliveries of fuel supplies to the airport, otherwise there would be no change to the No Action condition.

No significant water supply or quality impacts are anticipated with implementation of the Proposed Action alternative.

### **Analysis Summary**

**Threshold of Significance.** *FAA Order 5050.4A* indicates that where water quality standards can be met, no special water related problems exist, and no anticipated permit difficulty is indicated, it may be assumed that there would be no significant impact on water quality. The County *Initial Study Assessment Guidelines* indicate that if a project sponsor receives an acceptable water availability letter from the water purveyor, then no significant impact is expected. Regarding domestic sewage disposal, the *Guidelines* indicate that a project which would individually or cumulatively generate sufficient sewage effluent to exceed the capacity of an existing sewer main or treatment plant would have a potentially significant impact. Surface runoff would be considered to have a significant adverse impact on surface water resources where the land use proposal will degrade the quality of the surface water and cause it to fail to meet surface water quality objectives, per the *Guidelines*. As a rule, compliance with applicable state regulations regarding hazardous waste reduces the potential for impact from this by-product to a level of less-than-significant; however, a significant impact as a result of hazardous waste may occur when the character and quantity of hazardous waste produced by a project may seriously degrade groundwater.

**NEPA Analysis.** As Camarillo Airport does and will continue to comply with all federal, state, and local requirements regarding water supply and quality, and because the water and wastewater treatment demands of the Proposed Action are the same as the No Action alternative, no significant impacts to these resources are expected to occur as a result of the implementation of the Proposed Action. No mitigation measures are, therefore, required.

**CEQA Analysis.** Long-term water demand at Camarillo Airport will remain within the County's allocations for the property; therefore, impacts to potable water supply are not expected to be significant. Correspondence received from the Camarillo Sanitary District (see **Appendix C**) focuses on ongoing concerns related to the condition of the sewer lines currently in place at Camarillo Airport. These comments did not address the ability of the District to treat the effluent once the lines are repaired. The Department of Airports is working toward remedying the problem with the sewer lines. Implementation of the Proposed Action is not expected to affect the capacity of the existing sewer main or treatment plant serving the airport; however, a mitigation measure is proposed which will ensure that the Department of Airports pays its fair share for any system upgrades or improvements. Because the Department of Airports will comply with federal, state, and local regulations related to runoff and hazardous materials, implementation of the Proposed Action will not have a significant adverse impact on surface water or groundwater resources.

**Cumulative Impacts.** Continued development at Camarillo Airport and in the Camarillo-Oxnard area will create an increased demand for potable water and wastewater disposal. It will also result in an increase in surface water runoff during storm events, potentially increasing the risk of localized flooding. While the impacts of the Proposed Action are not individually significant to the existing potable water, wastewater disposal, or stormwater drainage systems, they may participate in cumulatively significant impacts. Implementation of the proposed mitigation measures will reduce the airport's cumulative impacts to a level of less-than-significant.

## **CONSISTENCY WITH LAND USE PLANS AND POLICIES**

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls regarding water supply and water quality for the airport area. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

## **MITIGATION MEASURES**

No mitigation measures are required under NEPA to implement the Proposed Action.

- Should the increase in users at Camarillo Airport cause the potable water allocations to be exceeded, the Ventura County Department of Airports will contribute the required fees, as appropriate.
- The Ventura County Department of Airports will pay its pro rata share for improvements to the water distribution system and wastewater collection system.
- Although there is no significant impact anticipated from buildout of the Camarillo Airport Master Plan, improvements to the wastewater collection system will continue at the Camarillo Airport

over the next five years until the system is completely upgraded to alleviate the infiltration of storm water.

## **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

Cumulative impacts are mitigated to a degree of less-than-significant. No project-related impacts are considered significant.

## **HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES**

Determination of a project's environmental impact to historic and cultural resources is made under guidance in the *National Historic Preservation Act of 1966*, as amended and the *Archeological and Historic Preservation Act of 1974*.

The *National Historic Preservation Act of 1966*, as amended, requires that an initial review be made of a project's *area of potential effect* (APE) to determine if any properties in or eligible for inclusion in the National Register of Historic Places are present in the area. The APE is defined as that geographic area within which direct and indirect impacts generated by the proposed action could reasonably be expected to occur and cause a change in the historic, archaeological, or cultural qualities possessed by the property. For airport projects, the APE is generally defined as the area to be disturbed by or acquired under the proposed action. Depending on the project, the APE may also include the area within the 65 CNEL noise contour.

If any property within the APE is identified as being in or eligible for inclusion in the National Register, a determination is made as to the effect the Proposed Action would have on the property. The *Criteria of Effect* (36 CFR Part 800.3(a)) is applied in consultation with the State Historic Preservation Officer. Should the proposed action result in a determination of effect on historic, architectural, archaeological, or cultural resources, then the *Criteria of Adverse Effect* (36 CFR Part 800.3(b)) is applied. The results of this analysis are either a Determination of No Adverse Effect or a Determination of Adverse Effect.

The *Archeological and Historic Preservation Act of 1974* describes the process when consultation with resource agencies indicate that there may be an impact on significant scientific, prehistoric, historic, archeological, or paleontological resources. The process provides for the preparation of a professional resource survey of the area to be impacted. Should the survey identify significant resources, the National Register process described above is followed. Should the survey be inconclusive, a determination is made whether it is appropriate to provide a commitment to halt construction if resources are uncovered in order for a qualified professional to evaluate their importance and provide for data recovery, as necessary.

## EXISTING CONDITIONS

Both the State Historic Preservation Officer and South Central Coastal Information Center were contacted for information regarding known or suspected historical and cultural resources in the vicinity of Camarillo Airport. According to the response received by the South Central Coastal Information Center (see **Appendix C**), there are no properties listed on the National Register of Historic Places within the vicinity of Camarillo Airport. In addition, the California Historical Landmarks (1990) and the California Points of Historical Interest (1992), both of the Office of Historic Preservation California Department of Parks and Recreation, list no properties within the vicinity of Camarillo Airport.

According to an additional response received by the South Central Coastal Information Center, only a portion of the APE has been subjected to a Phase I archaeological survey, at which time several archaeological sites and isolated artifacts had been identified within a one-mile radius of airport boundaries. No other historic, architectural, archaeological, or cultural resources were identified.

## ENVIRONMENTAL CONSEQUENCES

During the agency coordination process, correspondence was received from the South Central Coastal Information Center requesting a Phase I on all areas of the airport affected by the planned development which were not currently covered by pavement or landscaping (see **Appendix C**). Additional correspondence received from the State Historic Preservation Office requested coordination from the FAA to provide for NEPA compliance.

### Alternatives

**No Action.** As the No Action would not result in any change to existing airport development, no impacts to historic, architectural, archaeological, or cultural resources would be expected to occur.

**Proposed Action.** While the Proposed Action is expected to primarily affect previously impacted or disturbed areas, according to the South Central Coastal Information Center, given the presence of archaeological sites in the project vicinity and the presence of a one-time intermittent stream along the northern and western boundary of the airport (now the Camarillo Hills Drain), archaeological materials may be present at the Airport.

The South Central Coastal Information Center recommended that a Phase I archaeological survey be completed for those areas proposed for airport improvements. Such a study has been contracted; however, as the property to be impacted over the short-term has been heavily graded and compacted, or is in active agricultural use, a Phase I survey is not expected to be revealing. The same is true for most of the long-term projects. In addition, these projects are only proposed on an as-needed basis, indicating that there is no assurance they will be constructed over the next 20 years.

Pending receipt of the Phase I survey, impacts to cultural and archaeological resources with implementation of the Proposed Action are currently unknown.

### **Analysis Summary**

**Threshold of Significance.** Significant impact to historical, architectural, or cultural resources may occur where a project will result in either direct (e.g., land acquisition) or indirect (e.g., within 65 CNEL noise contour) impacts to a property which is listed or eligible for listing in the National Register of Historic Places. The Ventura County *Initial Study Assessment Guidelines* indicate that a project which may potentially have a significant impact on unique archaeological resources when the resource contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information; the resource has a special and particular quality, such as oldest of its type or best available example; or the resource is directly associated with a scientifically recognized important prehistoric or historic event or person. Any alteration, change, movement, relocation or disturbance of an historic resource would be considered significant if it would result in the resource losing its historically significant characteristics. Changes or alterations that do not detract from the original historic content of the resource would not be significant.

**NEPA Analysis.** No direct or indirect impacts to historical resources listed or eligible for listing is expected to occur with implementation of the Proposed Action. Some of the taxiway, hangar, and automobile parking development are expected to occur on land that is currently either vacant or in agricultural production. Because cultural remains may be buried under several feet of sediment or disturbed topsoil at the airport, the Proposed Action has an unknown, and possibly significant, effect on cultural resources. Mitigation is required for potential impacts to cultural resources.

**CEQA Analysis.** The airport is located in an area classified as “undetermined” on the County’s Archaeological Survey Maps; therefore, the project has the potential to result in a significant impact to cultural resources. Mitigation is required for potential impacts to cultural resources.

**Cumulative Impacts.** The Proposed Action is not expected to contribute to cumulative impacts to historical or cultural resources.

### **CONSISTENCY WITH LAND USE PLANS AND POLICIES**

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls regarding historical and cultural resources for the airport area. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

## MITIGATION MEASURES

To address concerns identified by the South Central Coastal Information Center, the following mitigation measure is provided to mitigate potential project impacts to cultural resources under both NEPA and CEQA.

- Ventura County will retain an archaeologist to monitor all ground disturbing activities associated with the airport improvements identified in the *Draft Airport Master Plan Update*. Should resources be unearthed during construction, all construction activities in the vicinity of the find will cease until a determination can be made as to its/their significance and, if necessary, a data recovery plan be implemented. If further on-site investigation is required, all subsequent recommendations shall conform to Section 106 of the *National Historic Preservation Act*.
- Ventura County Department of Airports will prepare a Phase I Cultural Resources or Historic Resources Assessment prior to any new ground-disturbing construction or building demolition at Camarillo Airport, submit the report to the FAA and the SHPO, and abide by the suggested recommendations

## SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

With implementation of the mitigation measures, the Proposed Action will not result in significant unavoidable adverse impacts to historical and cultural resources.

## FLOODPLAINS

Floodplains are comprised of lowland and relatively flat areas adjoining inland and coastal waters that are subject to a one percent or greater chance of flooding in any given year (i.e., the area subjected to a 100-year flood event). Federal agencies are directed to take action to reduce the risk of flood loss, minimize the impact of floods on human safety, health and welfare, and restore and preserve the natural and beneficial values served by floodplains. Natural and beneficial values include the natural moderation of floods, water quality maintenance, groundwater recharge, fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aquaculture and forestry. The boundaries of the 100-year floodplain are determined by Flood Insurance Rate Maps prepared by the Federal Emergency Management Agency.

## EXISTING CONDITIONS

According to the *Flood Insurance Rate Map* for the City of Camarillo, portions of Camarillo Airport are located in the 100-year and 500-year flood zones associated with the Camarillo Hills Drain, see **Exhibit 4M, Flood Hazard Zones**.

## ENVIRONMENTAL CONSEQUENCES

### Alternatives

**No Action:** As no new facilities would be developed, no significant impacts to floodplains and flood control structures are anticipated under the No Action Alternative.

**Proposed Action.** Some of the improvements proposed under the Proposed Action would be located within either the 100 or 500-year floodplains. The proposed helipads are the only facility planned to be located within the 100-year floodplain. Because the helipads are flat surfaces, it would be possible for floodwaters to flow freely over and around the pads. The parallel taxiway, west hangar area, expanded fuel farm, and portions of the central hangar area are planned within the 500-year floodplain. All other facilities would be located outside of the identified 500-year floodplain.

### Analysis Summary

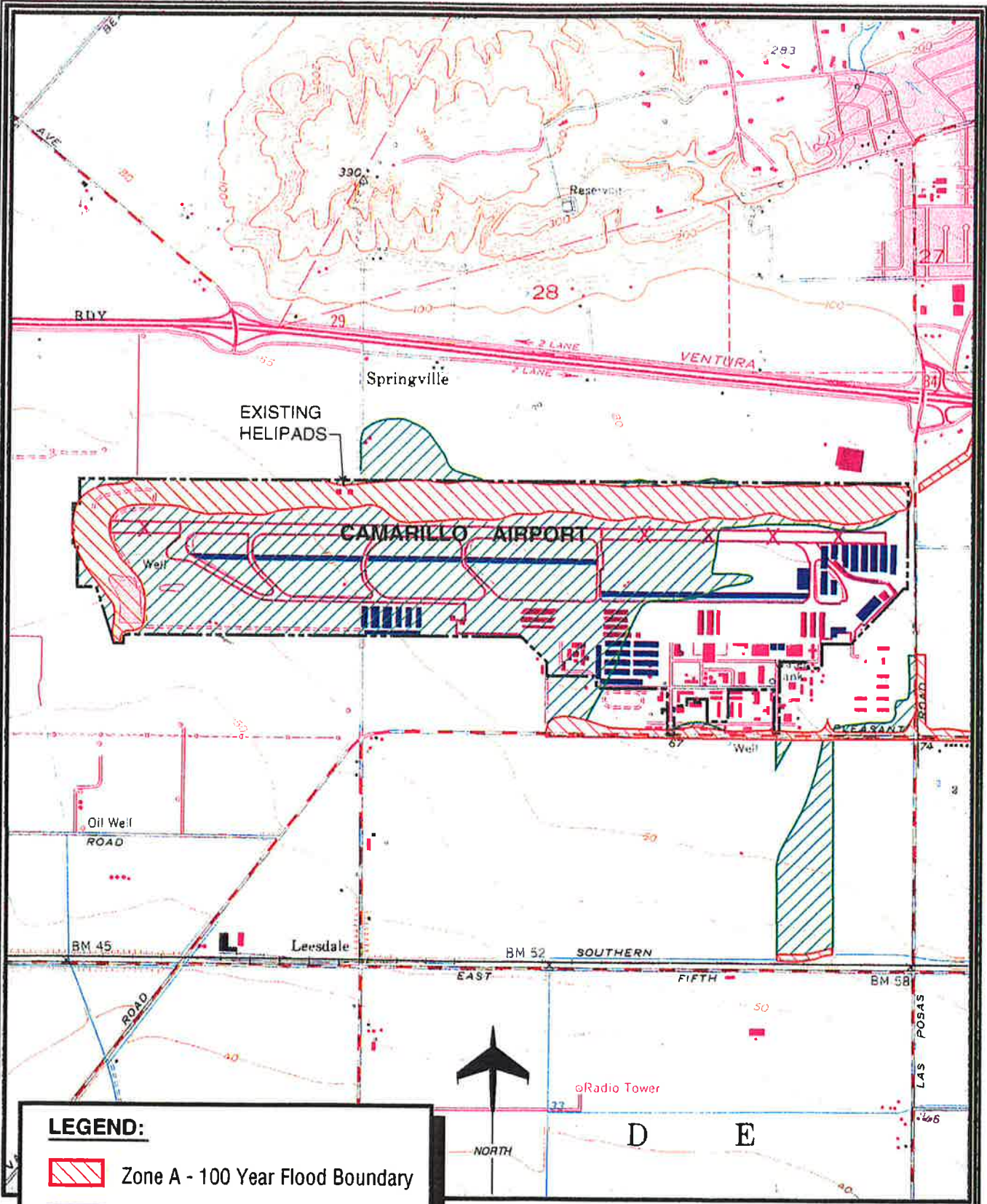
**Threshold of Significance.** FAA Order 5050.4A provides that if the proposed action is not within the limits of the 100-year (base) floodplain, would not indirectly support secondary development within this floodplain nor otherwise significantly impact the base floodplain, it may be assumed there are no floodplain impacts and no further analysis is necessary. The Ventura County *Initial Study Assessment Guidelines* does not provide a threshold for impacts to floodplains, but does for flood control/drainage facilities. According to the Guidelines, a significant impact occurs where a discernible impact to the flood control structures exists which is (1) inconsistent with the Flood Plain Management Ordinance, (2) may result in velocities of flow within the channel and the prospect of erosion of the channel bed and banks, (3) may deposit sediment and debris materials within existing channels and allied obstruction of flow, (4) may affect the capacity of the channel and have the potential for overflow during design storm condition, and (5) may increase runoff and the effects on Areas of Special Flood Hazard and regulatory channels both on and off site.

**NEPA Analysis.** The Proposed Action at Camarillo Airport does include the development of helicopter training pads within the 100-year floodplain of the Camarillo Drain. These pads can be designed and constructed so as to comply with all local and federal laws, and not serve as an obstruction to the floodwaters. The impact of the Proposed Action to floodplains is, therefore, less-than-significant.



**CEQA Analysis.** No direct impact to the flood control structures are expected under the Proposed Action; the project is not expected to result in sediment or debris deposits within the flood channels, nor to result in erosion of the channel bed and banks. The Department of Airports can and will comply with the Ventura County Flood Plain Management Ordinance and applicable City ordinances as the elements of the Proposed Action are implemented. This should eliminate or reduce the effects of the Proposed Action on the capacity of the storm drain channels and any effects on areas of Special Flood Hazard, both on and off the airport. Floodplain impacts under CEQA are, therefore, less-than-significant.



97SP19-4M-3/25/86



**LEGEND:**

-  Zone A - 100 Year Flood Boundary
-  Zone B - 500 Year Flood Boundary

SOURCE: FLOOD INSURANCE RATE MAP  
Effective: September 29, 1986



Exhibit 4M  
FLOOD HAZARD ZONES



**Cumulative Impacts.** The Proposed Action will result in increased area of impervious surfaces at Camarillo Airport. This correlates into an increase in surface water runoff. Because the Department of Airports can and will comply with all applicable federal, state, and local requirements regarding the storm flows, the cumulative impact to floodplains is expected to be less-than-significant.

## **CONSISTENCY WITH LAND USE PLANS AND POLICIES**

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls regarding floodplains for the airport area. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

## **MITIGATION MEASURES**

No mitigation measures are necessary.

## **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

None.

## **CONSTRUCTION IMPACTS**

Construction activities have the potential to create temporary environmental impacts. These impacts would primarily relate to noise resulting from construction activities, potential impacts on air quality from wind erosion, and impacts on water quality from runoff and soil erosion from exposed surfaces.

## **EXISTING CONDITIONS**

The existing Camarillo Airport is described in **Chapter Three** of this report and constitutes the existing condition.

## **ENVIRONMENTAL CONSEQUENCES**

### **Alternatives**

**No Action.** The No Action Alternative is not expected to result in any construction-related impacts.

**Proposed Action.** Implementation of the Proposed Action is expected to result in temporary and intermittent construction-related noise, air emissions, and water quality concerns. These are discussed in the following paragraphs.

*Noise.* Short-term acoustic impacts are those associated with construction activities necessary to implement the proposed developments on-site. These noise levels will be higher than the ambient noise levels in the project area today, but will subside once construction is completed.

Two types of noise impacts would be expected during construction: (1) the transport of workers and equipment to and from the construction site and (2) the noise generated by the actual on-site construction activities. Impacts from the former are not expected to be audible to noise receptors located along the roadways because each individual construction project is relatively small and is not expected to generate significant amounts of automobile traffic.

Construction activities are carried out in discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases will change the character of the noise levels surrounding the construction site as work progresses. The airport is already a noise producer. The majority of land uses near the project construction areas is not considered to be noise-sensitive due to its current uses: airport, agriculture, commercial, and transportation.

There are several schools located in the industrial/business park area, just south of the airport (see **Exhibit 4A**). Both vehicle-related noise and construction activities may temporarily affect these activities depending upon the individual project and time of year for construction. These impacts are expected to be short-term.

*Air Quality.* Intermittent air quality emissions would be generated during construction of the short-term and long-term improvements by three basic sources: fugitive dust generated by grading of project site soils; diesel emissions from on-site heavy duty construction vehicles, and gasoline emissions from construction employee vehicles. **Table 4U, Daily Construction Emissions**, provides the estimated construction-related emissions from the implementation of the Proposed Action.

<b>TABLE 4U Daily Construction Emissions<sup>1</sup></b>					
<b>Equipment<sup>2</sup></b>	<b>Pollutant (pounds/day)</b>				
	<b>CO</b>	<b>ROC</b>	<b>NOX</b>	<b>SO<sub>x</sub></b>	<b>PM<sub>10</sub></b>
<b>Short-term</b>					
Water Truck	7.2	0.8	16.7	1.8	1.0
Wheeled Dozer	14.4	1.5	33.4	2.8	1.3
Wheeled Loader	4.6	1.8	15.2	1.5	1.4
Motor Grader	1.2	0.3	5.7	0.7	0.5
Employee Vehicles (10) <sup>3</sup>	25.1	6.7	6.7	N/A	1.6
Fugitive Dust from Project Site <sup>4</sup>	N/A	N/A	N/A	N/A	92.7
<b>Total</b>	<b>52.5</b>	<b>11.1</b>	<b>77.7</b>	<b>6.8</b>	<b>98.5</b>
<b>Long-term</b>					
Water Truck	7.2	0.8	16.7	1.8	1.0
Wheeled Dozer	14.4	1.5	33.4	2.8	1.3
Wheeled Loader	4.6	1.8	15.2	1.5	1.4
Motor Grader	1.2	0.3	5.7	0.7	0.5
Employee Vehicles (10) <sup>3</sup>	25.1	6.7	6.7	N/A	1.6
Fugitive Dust from Project Site <sup>4</sup>	N/A	N/A	N/A	N/A	92.2
<b>Total</b>	<b>52.5</b>	<b>11.1</b>	<b>77.7</b>	<b>6.8</b>	<b>98.0</b>
Notes: <sup>1</sup> Construction emission factors are from the EPA's <i>Compilation of Air Pollutant Emission Factors (AP-42, Volume II, 1985)</i> and SCAQMD's <i>CEQA Air Quality Handbook</i> . <sup>2</sup> All construction equipment are assumed to operate on diesel fuel and to operate for an 8-hour workday except for water trucks, which are assumed to operate 4 hours a day. <sup>3</sup> Assumes 20-mile round trip. <sup>4</sup> See next table for further detail.					
Source: Camarillo Airport Master Plan EA/EIR Air Quality Analysis; Envicom Corporation, 1998.					

**Table 4V, Fugitive Dust Emissions**, estimates the amount of fugitive dust resulting from the implementation of the Proposed Action. This information is identified in the previous table as "Fugitive Dust from Project Site" and included in the totals.

Both short-term and long-term construction emissions are considered less-than-significant since no quantitative thresholds have been set by the APCD for construction emissions. APCD does, however, recommend mitigation to reduce fugitive dust emissions during construction activities. The mitigation measures listed below under the Mitigation Measures subsection would reduce the amount of fugitive dust generated during construction by approximately 50 percent.

<b>TABLE 4V Fugitive Dust Emissions (pounds/day)<sup>1</sup></b>			
	<b>Grading</b>	<b>On-Site Vehicles</b>	<b>Dirt Pushing<sup>2</sup></b>
Short-Term <sup>3</sup> 0.56 Acres Disturbed	14.8	22.2	55.7
Long-Term <sup>4</sup> 0.54 Acres Disturbed	14.3	22.2	55.7

Notes: <sup>1</sup> Construction emission factors are from the EPA's *Compilation of Air Pollutant Emission Factors (AP-42, Volume II, 1985)* and SCAQMD's *CEQA Air Quality Handbook*.  
<sup>2</sup> Assumes 7% silt and 2% moisture content. Generation factor equals 6.96 pounds per bulldozer per hour.  
<sup>3</sup> 12.4 acres over a one month grading period.  
<sup>4</sup> 11.9 acres over a one month grading period.

Source: Camarillo Airport Master Plan EA/EIR Air Quality Analysis; Envicom Corporation, 1998.

*Water Quality.* Implementation of the Proposed Action has the potential to result in short-term water quality impacts to adjacent drainage facilities around the airport, such as agricultural fields and the Camarillo Hills Drain. These would take the form of suspended sediments during and shortly after precipitation events in the construction phase. Recommendations established in *FAA Advisory Circular 150/5370-10, Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control*, will be incorporated in project design specifications to further mitigate potential impacts. These standards include temporary measures to control water pollution, soil erosion, and siltation through the use of berms, fiber mats, gravels, mulches, slope drains, and other erosion control methods.

To address stormwater quality issues, Ventura County and all applicable contractors will continue to comply with the requirements and procedures of the EPA's *National Pollutant Discharge Elimination System (NPDES) General Permit* prior to the initiation of project construction activities. This includes the preparation of a Notice of Intent and a Stormwater Pollution Prevention Plan.

### Analysis Summary

**Threshold of Significance.** *FAA Order 5050.4A* provides that “only in unusual circumstances, as for example construction in an ecologically sensitive area or construction involving substantial urban effects, would this impact category be considered to create significant consequences which may not be adequately mitigated. It is a matter of FAA judgment to determine if such circumstances exist and require the preparation of an environmental impact statement.” The Ventura County APCD has not set quantitative threshold for construction emissions. The Ventura County *Initial Study Assessment Guidelines* provide no specific thresholds for construction impacts; however, reference can be made back to previously discussed thresholds for noise, air quality, and water quality.

**NEPA Analysis.** The Proposed Action will not result in any construction-related impacts to ecologically sensitive areas nor does it involve substantial change to the existing urban environment. Construction activities are expected to result in short-term emissions of noise, fugitive dust, diesel, and gasoline emissions, and suspended sediments during and shortly after precipitation events. These impacts will not be significant with the proposed mitigation measures below.

**CEQA Analysis.** The construction activities are expected to result in short-term emissions of noise, fugitive dust, diesel, and gasoline emissions, and suspended sediments during and shortly after precipitation events. These impacts will not be significant with the proposed mitigation measures below.

**Cumulative Impacts.** Construction impacts are short-term, localized, and project specific, and are mitigated in that manner. The Proposed Action, therefore, is not expected to contribute to cumulative construction-related impacts.

## CONSISTENCY WITH LAND USE PLANS AND POLICIES

Both the Proposed Action and No Action alternatives are consistent with the local, regional, state and federal plans, policies, and controls related to construction impacts. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

## MITIGATION MEASURES

**Air Quality.** Although the APCD has not established quantitative thresholds for construction-related emissions, the APCD does require the following specific construction mitigation measures to prevent excessive amounts of PM<sub>10</sub>, ROC, and NOX.

- Dust generated by the development activities shall be retained on-site and kept to a minimum by following the dust control measures listed below.
  - During clearing, grading, earth moving, or excavation, water trucks or sprinkler systems shall be used to minimize dust leaving the site and to create a crust after each day's activities cease.
  - During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to minimize dust leaving the site. At a minimum, this would include wetting down such areas three times a day, and whenever wind exceeds 15 miles per hour.
  - After clearing, grading, earth moving, or excavation is completed, the entire area of disturbed soil shall be treated by watering, revegetating, or spreading soil binders to prevent wind pickup of the soil until the area is paved or otherwise developed so that dust generation will not occur.

- Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.
- Trucks transporting construction debris to or from the site shall be trapped from the point of origin.
- Water or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and unpaved road surfaces.
- All construction roads internal to the construction site shall be surfaced with base material or decomposed granite, or shall be paved.
- Streets adjacent to the project site shall be swept as needed to remove silt which may have accumulated from construction activities.
- Construction equipment shall be inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary.
- On-site vehicular traffic shall not exceed 15 miles per hour.
- Face masks shall be used by all employees involved in grading or excavation operations during dry periods to reduce inhalation of dust which may contain the fungus which causes San Joaquin Valley Fever.

The following mitigation measures are proposed to reduce short-term ozone precursor (NOX and ROC) emissions that would be generated during the grading and construction phases of the proposed project.

- Best Available Control Technology (BACT) for construction vehicles shall be utilized. BACT measures shall include two degree engine timing retard, high pressure fuel injectors, and reformulated diesel fuel, if available.
- Construction equipment shall be maintained in good condition and in proper tune as per manufacturer's specifications.

***Water Quality.*** The project design and construction of the Proposed Action will incorporate *Best Management Practices* (BMPs) to reduce erosion, minimize sedimentation, and control non-stormwater discharges, in order to protect the quality of surface water features on and off of the airport. BMPs are defined as nonstructural and structural practices that provide the most efficient and practical means of reducing or preventing pollution of stormwater. Examples of BMPs include the use of temporary dikes, basins, and ditches with each phase of construction to control erosion and sedimentation and prevent degradation of off-airport surface water quality. After construction is complete, slopes and denuded areas will be reseeded to aid in the vegetation process. The selection of BMPs will be based on the site's characteristics and will focus on those categories of erosion factors within the airport and contractor's control. In general, the following preventative and mitigative measures will be utilized during construction.

#### *Construction Scheduling*

- Sequence construction activities so that areas void of vegetation are not exposed for long periods of time.



- Schedule landscaping and other work that permanently stabilizes the area to be done immediately after the land has been graded to its final contour.
- Alter the project schedule to minimize the amount of denuded areas during wet months.
- Construct permanent stormwater control facilities early in the project schedule and then utilize these structures for controlling erosion and sedimentation.

#### *Limiting Exposed Areas*

- Divert up-slope water from entering the denuded areas of the construction site by constructing dikes and swales.
- Divert or intercept stormwater before it reaches long and/or steep slopes.
- Release captured stormwater at a slow and controlled rate to prevent damage to downstream drainage ways and structures.
- Increase the soil's ability to absorb moisture through vegetative means, surface roughening, and/or mulching.
- Stage grading so that the native vegetation provides a buffer to slow and disperse runoff.

#### *Runoff Velocity Reduction*

- Build check dams or other energy dissipation structures in unlined drainage channels to slow runoff velocity and encourage settlement of sediments.
- Limit slopes to 3:1 wherever practical
- Intercept runoff before it reaches steep slopes using diversion dikes, swales, or other barriers.
- Protect slopes with mulches, matting, or other types of temporary or permanent soil stabilization.
- Provide velocity reducing structures or rip rap linings at stormwater outfalls.

#### *Sediment Trapping*

- Direct sediment laden stormwater to temporary sediment traps.
- Construct temporary sediment traps or basins at the drainage outlet for the site.
- Utilize temporary sediment barriers such as: silt fences, straw bale barriers, sand bag barriers, and gravel filter barriers, for construction sites with relatively flat slopes that produce sheet flow runoff.

#### *Good Housekeeping*

- Schedule regular inspections of stormwater and sediment control devices.
- Repair and/or replace stormwater and sediment control devices as often as necessary to maintain their effectiveness.
- The County of Ventura, Department of Airports will incorporate into the project design specifications the compliance with *FAA Advisory Circular 150/5370-10, Standards for Specifying Construction of Airports, Item P-156, Temporary Air and Water Pollution, Soil Erosion and Siltation Control*.

## **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

With implementation of the mitigation measures, the Proposed Action will not result in any significant unavoidable adverse impacts from construction-related activities.

## ***SECTION II: ISSUES FOUND NOT TO BE SIGNIFICANT***

Impacts from either the Proposed Action or No Action alternatives which were found not to be significant through either the Initial Study process or during the preparation of this document, are briefly discussed below. These environmental categories include: socioeconomic, U.S. Department of Transportation Section 4(f) lands, biotic communities, endangered and threatened species, wetlands and waters of the U.S., coastal zone management areas, coastal barriers, wild and scenic rivers, farmland, energy supply and natural resources, light emissions, and solid waste disposal.

### **INDUCED SOCIO-ECONOMIC IMPACTS**

Induced socioeconomic impacts address those secondary impacts to surrounding communities brought on by the proposed development, including shifts in patterns of population movement and growth, public service demands, and changes in business and economic activity to the extent influenced by the airport development. According to *FAA Order 5050.4A*, "induced impacts will normally not be significant except where there are also significant impacts in other categories, especially noise, land use or direct social impacts".

### **EXISTING CONDITIONS**

See the previous discussions under Noise, Compatible Land Use and Social Impacts.

***Population Impacts.*** Historical and forecasted population estimates for the City of Camarillo and Ventura County are included in **Chapter Three, Table 3A** of this document. According to the Southern California Association of Governments, the population of the City of Camarillo in 1990 was 52,303, in the same year the population of Ventura County was 669,010.

***Economic Impacts.*** Airports create significant social and economic benefits for the regions which they serve. The greater the services available at a given airport, the more benefits can be expected. Airports make the regional economy more competitive by providing businesses ready access to markets, materials and commerce (Lee McPheters 1995). Airports also bring essential services to a community, including enhanced medical care, support for law enforcement and fire control, and courier delivery of mail and freight. Most residents in a community would classify these services as beneficial because they improve the quality of life for residents and make the region more attractive for businesses to (re)locate.

According to Dr. Lee McPheters, an economist specializing in airports, studies of factors influencing economic development consistently show that modern aviation facilities have an impact on the pace and quality of economic growth. In addition to exerting a positive influence on economic development in general, aviation often reduces the costs and increases the efficiency in individual

firms. Companies that operate general aviation aircraft typically record net income as a percent of sales approximately 50 percent greater than companies not utilizing such aircraft.

An *Economic Benefit Study* was completed in conjunction with the *Airport Master Plan*. According to the results of this study, in 1995, the airport was the source of gross revenues of \$54.6 million dollars and \$44.8 million in value added (or net new production related to the presence of the airport). This spending and output supported 575 jobs within the service area of the airport, with a payroll of \$17.2 million. Airport operations alone were responsible for more than \$27.7 million in gross revenues, \$18.6 million in value added, and a total of 166 jobs (149 aviation-related jobs and 17 construction-related jobs).

Due to the high volume of economic activity at Camarillo Airport, the facility is an important source of public revenues. In 1995, an estimated \$4.4 million of tax revenue was collected as a result of activity related to Camarillo Airport.

**Public Service Demands:** Please refer to the Water Supply and Quality section for a discussion on water supply and wastewater treatment.

Police services are provided for Camarillo Airport by the City of Camarillo Police Department. Camarillo Airport is currently served by the Ventura County Fire Protection District. A fully staffed fire station is located on-site and responds to fire and hazardous material emergencies on the Airport.

## ENVIRONMENTAL CONSEQUENCES

The *Airport Master Plan* was prepared to respond to the projected population growth in Camarillo and Ventura County, as provided by the Southern California Association of Governments. As a demand-based document, its facility improvements are scheduled based on the attainment of certain milestones in the use of the facility (i.e., number of aircraft owners desiring to base their aircraft at the facility, number of operations, etc.). These milestones generally correlate to the attainment of certain population or development levels.

### Alternatives

**No Action.** Because the community population projections would be the same as those under the Proposed Action, the demand for aviation services at Camarillo Airport would be the same under the No Action Alternative as under the Proposed Action. Also, implementation of the No Action Alternative would not be expected to result in greater population growth or any secondary growth impacts.

The No Action Alternative would, however, result in an increase in operational delay which would result in increased costs. According to the *1996 Airport Master Plan*, delays could exceed 28,032

hours annually by the year 2015 under the No Action alternative; this equates to delay costs of approximately \$20.7 million annually (per *Economic Values for Evaluation of Federal Aviation Administration Investment and Regulatory Programs*, FAA Office of Aviation Policy and Plans). The resulting increase in cost would be expected to impact business and economic activity in the region.

An increase in activity at Camarillo Airport may result in a corresponding increase in the number of responses to the airport by the City of Camarillo Police Department.

**Proposed Action.** Implementation of the *Airport Master Plan* is not expected to cause additional population growth in the community beyond what is already projected in the City of Camarillo and Ventura County. Proposed improvements to the airport would be in response to the already projected growth and is not expected to result in secondary growth impacts to the surrounding area.

According to the *Economic Benefit Study* for Camarillo Airport, regional economic benefits associated with the airport (in constant 1995 dollars) are projected to be \$70.1 million in gross revenues, \$57.5 million in value added, and 731 jobs (\$21.8 million in payroll) over the short-term. Over the intermediate term (approximately 10 years), the economic benefits are expected to increase to \$79.5 million in gross revenues, \$65.1 million in value added, and 832 jobs (\$24.8 million in payroll). Because of the dynamic nature of airports and the local/regional/federal economies, no information was provided for the long-term condition (approximately 20 years).

Demands for police and fire services are expected to be the same as those under the No Action.

Hours of operational delay projected in the *Draft Airport Master Plan Update* would be slightly alleviated with construction of the double-parallel taxiway system. As a rule, parallel runways have the greatest benefit to reducing overall delay at an airport. Taxiway improvements, however, can provide up to a 10 percent reduction in total delay. The Proposed Action would, therefore, result in fewer hours of delay which would equate to lower costs. Delay could be reduced to as low as 25,229 total annual hours, for a delay cost of approximately \$18.6 million annually.

### **Analysis Summary**

**Threshold of Significance.** *FAA Order 5050.4A* provides that, for major airport development proposals (e.g., new airport, new runway, or runway extension that attracts a larger group/class of aircraft) there is a potential for induced or secondary impacts on surrounding communities. Induced impacts are normally not considered significant except where there are also significant impacts in other categories, especially noise, compatible land use, and social impacts. The most appropriate corresponding criteria within the *Ventura County Initial Study Assessment Guidelines* is "community character." The *Guidelines* provide that any project which is consistent with both the zoning and the General Plan can be determined to have a less-than-significant impact on the land use of an area.

**NEPA Analysis.** The Proposed Action is not considered a “major airport development” and NEPA impacts within the noise, compatible land use, and social impact categories are classified as less-than-significant; therefore, socioeconomic impacts are also considered to be less-than-significant.

**CEQA Analysis.** The Proposed Action is consistent with both the zoning and General Plan for the property; therefore, impacts to community character are considered to be less-than-significant.

**Cumulative Impacts.** The Proposed Action is not expected to result in cumulative socioeconomic impacts. See also the discussion of growth-inducing impacts in **Chapter Six**.

## **CONSISTENCY WITH LAND USE PLANS AND POLICIES**

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls regarding socioeconomic factors for the airport area. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

## **MITIGATION MEASURES**

No mitigation measures are required.

## **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

None.

## **U.S. DEPARTMENT OF TRANSPORTATION SECTION 4(F) LANDS**

Section 4(f) of the U.S. Department of Transportation Act (49 USC Section 303) provides that the Secretary of Transportation shall not approve any program or project which requires the use of any publicly-owned land from a public park, recreation area, or wildlife and waterfowl refuge of national, state or local significance, or any land from an historic site of national, state or local significance as determined by the officials having jurisdiction thereof, unless there is no feasible and prudent alternative to the use of such land and such program includes all possible planning to minimize harm.

According to *FAA Order 5050.4A*, Section 4(f) applies if there is an actual physical taking of publicly-owned land for airport development or expansion, or if there is the possibility of use of or adverse impact to Section 4(f) land, such as significant noise exposure. A development action is

compatible with Section 4(f) lands if it would not affect the normal activity or aesthetic value of a public park, recreation area, refuge, or historic site.

## **EXISTING CONDITIONS**

No publicly-owned park, recreation area, wildlife or waterfowl refuge of national, state, or local significance, or any land from an historic site of national, state or local significance is located within the 65 CNEL noise contour nor within airport property. Freedom Park is located immediately south of the airport, on Pleasant Valley Road, but this property is not encompassed within the 65 CNEL noise contour.

## **ENVIRONMENTAL CONSEQUENCES**

### **Alternatives**

**No Action.** No publicly-owned park, recreation area, wildlife or waterfowl refuge, or historic site of national, state or local significance is located within either the short-term or long-term 65 CNEL noise contour; therefore, the No Action Alternative is not expected to result in any significant impacts to Section 4(f) properties. No Section 4(f) lands would need to be acquired as a result of the No Action Alternative.

**Proposed Action.** As with the No Action alternative, no publicly-owned park, recreation area, wildlife or waterfowl refuge, or historic site of national, state or local significance is located within either the short-term or long-term 65 CNEL noise contour.

### **Analysis Summary**

**Threshold of Significance.** FAA Order 5050.4A provides that where direct or indirect taking of land classified as Section 4(f) under the U.S. Department of Transportation Act occurs as part of the Proposed Action, coordination needs to occur with the agency(ies) having jurisdiction as to whether the impact to the resources is significant or has been adequately mitigated. The Ventura County *Initial Study Assessment Guidelines* provide no specific thresholds for this category; however, thresholds defined for historical and cultural resources (discussed previously), recreation facilities, and biological resources (particularly references to habitat for protected species) are appropriate.

**NEPA Analysis.** As no Section 4(f) property will be either directly or indirectly impacted by the Proposed Action, the action will result in no impacts to this resource.

**CEQA Analysis.** No impacts to endangered/threatened/rare species habitat, historical or cultural resources (with implementation of previously defined mitigation measure), or recreational facilities

will occur with implementation of the Proposed Action; therefore, no significant impacts will occur to these resources.

**Cumulative Impacts.** The Proposed Action is not expected to result in any cumulative impacts to U.S. DOT Section 4(f) lands, as no such property is located within the area of potential effect.

## **CONSISTENCY WITH LAND USE PLANS AND POLICIES**

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls regarding Section 4(f) lands for the airport area. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

## **MITIGATION MEASURES**

No mitigation measures are required.

## **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

None.

## **BIOTIC COMMUNITIES**

Biotic communities are defined as those resources, including plant, animal, and water sources, which individually or jointly form a source of food and shelter for wildlife. These communities include publicly owned wildlife or waterfowl refuges of local, state, or national significance; water resources; and wildlife habitat. Impacts are determined based on the use of the community by protected species, impacts to the quantity or quality of water resources, impacts to wildlife breeding or nesting schedules, and permanent impacts to habitat which would reduce its variety of common wildlife species.

## **EXISTING CONDITIONS**

The existing airport and surrounding agricultural and community uses have reduced the use of the area as a significant habitat of either flora or fauna communities. As such, the area is comprised primarily of urban development and agricultural fields. Scoping coordination was conducted with



the California Department of Game and Fish and the U.S. Fish and Wildlife Services (USFWS). No response was received from either agency.

## ENVIRONMENTAL CONSEQUENCES

### Alternatives

**No Action.** The No Action alternative would not result in any construction activities, therefore, no impacts to biotic communities would be expected to occur.

**Proposed Action.** Implementation of the Proposed Action will impact land that is currently in agricultural production or has already been developed. No special or unique habitat is expected to be impacted, either directly or indirectly.

### Analysis Summary

**Threshold of Significance.** According to *FAA Order 5050.4A*, if a project would impact only man-dominated areas such as previously disturbed airport property, populated areas, or farmland, it may be assumed that there would be no significant impact on biotic communities. The Ventura County *Initial Study Assessment Guidelines* identify biotic communities as wetland habitat, coastal habitat, migration corridors, locally important communities. The significance of impact is determined by whether the project will result in the direct reduction of or indirect impact to the resource, or substantially interfere with the use of the resource.

**NEPA Analysis.** Camarillo Airport is an existing facility located in a largely urban and agricultural area; therefore, any potential impacts to biotic communities are not considered to be significant and no mitigation is required.

**CEQA Analysis.** No impacts to wetland habitat, coastal habitat, migration corridors, or locally important biological communities will occur under the Proposed Action; therefore, no mitigation is required.

**Cumulative Impacts.** Because no important or significant biological habitat is located in the vicinity of the airport, the Proposed Action is not expected to contribute to cumulative impacts to this resource.

## CONSISTENCY WITH LAND USE PLANS AND POLICIES

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls regarding biotic communities in the airport area. For more

information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

## **MITIGATION MEASURES**

No mitigation measures are required.

## **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

None.

## **ENDANGERED AND THREATENED SPECIES**

Section 7 of the *Endangered Species Act*, as amended, requires each Federal agency to ensure that “any action authorized, funded, or carried out by such agency...is not likely to jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species which is determined by the Secretary, after consultation as appropriate with the affected States, to be critical, unless such agency has been granted an exemption for such action by the Committee....” Section 7 coordination further requires that a determination be made as to the projects likelihood to jeopardize the continued existence of any species proposed to be listed as a threatened or endangered species, or in the destruction or adverse modification of critical habitat proposed to be designated for such candidate species.

## **EXISTING CONDITIONS**

Camarillo Airport is an existing facility. The aviation facility was initially developed on the site in 1992 as a military airfield.

As previously indicated, scoping coordination was made with both the California Department of Game and Fish and the U.S. Fish and Wildlife Service (USFWS) for information regarding protected species. No response was received from either agency.

## **ENVIRONMENTAL CONSEQUENCES**

### **Alternatives**

**No Action.** As the No Action alternative would not result in any construction activities, no impacts to protected species would be expected to occur.

**Proposed Action.** No endangered or threatened species is known to occur within the areas of the Proposed Action; therefore, the Proposed Action is not expected to impact any State or Federal listed sensitive, threatened or endangered species, or species considered eligible for listing .

### **Analysis Summary**

**Threshold of Significance.** *FAA Order 5050.4A* provides that impacts to endangered or threatened species of flora and fauna are considered significant if they are likely to jeopardize the continued existence of any protected species or result in the destruction of or adverse modification to the habitat of such species. The Ventura County *Initial Study Assessment Guidelines* identify that a significant impact to endangered, threatened, or rare species would occur if a project directly or indirectly reduces species population, reduces species habitat, or restricts reproductive capacity of the species or habitat.

**NEPA Analysis.** As no endangered or threatened species were identified as occurring within the areas of potential effect of the Proposed Action, the project is not expected to result in a significant impact to this resource.

**CEQA Analysis.** As no protected species were identified as occurring within the areas of potential effect of the Proposed Action, the impact to this resources is not considered to be significant.

**Cumulative Impact.** Because no significant habitat or endangered or threatened species were identified to occur within the area of potential effect, the Proposed Action is not expected to result in any cumulative impacts to these protected species.

### **CONSISTENCY WITH LAND USE PLANS AND POLICIES**

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls related to endangered and threatened species in the airport area. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

### **MITIGATION MEASURES**

No mitigation measures are required.

### **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

None.

## WETLANDS AND WATERS OF THE U.S.

The U.S. Army Corps of Engineers (ACE) regulates the discharge of dredged and/or fill material into waters of the United States, including adjacent wetlands, under Section 4040 of the Clean Water Act. Wetlands are defined in *Executive Order 11990, Protection of Wetlands*, as “those areas that are inundated by surface or ground water with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetation or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction”. Airport sponsors are directed to avoid, to the extent possible, impacts associated with the destruction or modification of wetlands. In addition to wetlands, which includes swamps, marshes, bogs, sloughs, potholes, wet meadows, river overflows, mud flats, natural ponds, estuarine areas, tidal overflows and shallow lakes and ponds with emergent vegetation, “waters of the U.S.” refers to lakes, reservoirs, and both permanent and intermittent streams. Wetlands exhibit three characteristics: hydrology, hydrophytes (plants able to tolerate various degrees of flooding or frequent saturation) and poorly drained soils.

Because there are no wetlands or waters of the U.S. located on Camarillo Airport in the proposed development areas, no federal or state permits for dredging or filling wetlands are required. This includes federal permits issued under Section 4040 of the Clean Water Act and Section 10 of the Rivers and Harbors Act. As discussed in the Water Supply and Quality section, compliance with the Clean Water Act Section 402 is required for both the on-going operation of the airport and all construction activities in excess of five acres.

### EXISTING CONDITIONS

A jurisdictional delineation of wetlands and waters of the U.S. was not performed for Camarillo Airport because there are no streams, watercourses, tributaries, or wetlands (indicated with blue lines or blue symbols on the United States Geological Survey (USGS) maps) within the project area.

### ENVIRONMENTAL CONSEQUENCES

#### Alternatives

**No Action.** As the No Action alternative will not result in any construction activities and as there are no streams, watercourses, tributaries, or wetlands at Camarillo Airport, no impacts to wetlands or waters of the U.S. would be expected to occur.

**Proposed Action.** As there are no streams, watercourses, tributaries, or wetlands in the proposed development areas at Camarillo Airport, no impacts to wetlands or waters of the U.S. would be expected to occur with implementation of the Proposed Action.

**Threshold of Significance.** *FAA Order 5050.4A* provides that “if a proposal does not affect a wetlands area, no further analysis is necessary. The Ventura County *Initial Study Assessment Guidelines* does not define a quantitative threshold regarding wetland impacts. It does define that a significant impact to wetland habitat occurs where a project would result from the direct reduction of or substantial impact to a significant wetland habitat. A qualified biologist is required to make the determination of whether the habitat is significant.

**NEPA Analysis.** The Proposed Action will not affect any wetland; therefore, no impact to this resource is expected to occur and no mitigation is required.

**CEQA Analysis.** The Proposed Action will not impact any wetland; therefore, no impact to wetland habitats, either significant or not significant, will occur and no mitigation is required.

**Cumulative Impact.** Because this resource is not present in the vicinity of the airport, no cumulative impact to wetlands or waters of the U.S. are expected to occur as a result of the Proposed Action.

## **CONSISTENCY WITH LAND USE PLANS AND POLICIES**

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls regarding wetland in the airport area. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

## **MITIGATION MEASURES**

No mitigation measures are required.

## **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

None.

## **COASTAL ZONE MANAGEMENT PROGRAM**

States with coastal lands may prepare and submit a coastal zone management plan for approval by the National Oceanic and Atmospheric Administration (NOAA). These plans/programs are intended to preserve, protect and enhance designated coastal areas.

## EXISTING CONDITIONS

Camarillo Airport is located outside the jurisdiction of the California Coastal Management Program's coastal zone boundary; therefore, this category is not applicable to projects at Camarillo Airport.

## ENVIRONMENTAL CONSEQUENCES

### Alternatives

**No Action.** The No Action alternatives would not have any impact on property protected by the California Coastal Zone Management Program.

**Proposed Action.** The Proposed Action alternatives would not have any impact on property protected by the California Coastal Zone Management Program.

### Analysis Summary

**Threshold of Significance.** According to *FAA Order 5050.4A*, a project that is consistent with an approved coastal zone management program is not expected to result in a significant impact to coastal resources. The Ventura County *Initial Study Assessment Guidelines* provide thresholds for impacts to coastal beaches and sand dunes, utilizing the goals and policies of the County's General Plan and Local Coastal Program to determine the degree of impact.

**NEPA Analysis.** No impacts to coastal zone resources are expected to occur with implementation of the Proposed Action; therefore, no mitigation measures are required.

**CEQA Analysis.** No impact to coastal beaches or sand dunes will occur as part of the Proposed Action; therefore, no mitigation is required.

**Cumulative Impact.** Because Camarillo Airport is located outside of the Coastal Zone Management area, no cumulative impact to coastal areas are expected to occur as a result of the Proposed Action.

## CONSISTENCY WITH LAND USE PLANS AND POLICIES

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls related to coastal management in the airport area. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

## **MITIGATION MEASURES**

No mitigation measures are required.

## **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

None.

## **COASTAL BARRIERS**

The Coastal Barriers Resources Act of 1982 (PL 97-348) prohibits, with some exceptions, Federal financial assistance for development within the Coastal Barrier Resources System which consists of undeveloped coastal barriers along the Atlantic and Gulf coasts.

## **EXISTING CONDITIONS**

Camarillo Airport is not located near or adjacent to coastal zone barrier resources; therefore, this category is not applicable to projects at Camarillo Airport.

## **ENVIRONMENTAL CONSEQUENCES**

### **Alternatives**

**No Action.** Implementation of the No Action alternative would not result in any impacts to coastal zone barrier resources.

**Proposed Action.** Implementation of the Proposed Action alternative would not result in any impacts to coastal zone barrier resources.

### **Analysis Summary**

**Threshold of Significance.** According to *FAA Order 5050.4A*, development of new facilities on a coastal barrier island is considered to result in a significant impact, pending further coordination and consultation with the U.S. Fish and Wildlife Service. This resource category is not addressed in the Ventura County *Initial Study Assessment Guidelines*.

**NEPA Analysis.** Designated barrier islands are located on the Atlantic and Gulf of Mexico coasts, and are outside of the area of potential effect for this project. No further analysis is necessary.

**CEQA Analysis.** Not applicable.

**Cumulative Impact.** Because this resource is not present in the vicinity of the airport, no cumulative impact to coastal barrier islands is expected to occur as a result of the Proposed Action.

## **CONSISTENCY WITH LAND USE PLANS AND POLICIES**

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls related to coastal barriers. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

## **MITIGATION MEASURES**

No mitigation measures are required.

## **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

None.

## **WILD AND SCENIC RIVERS**

Wild and scenic rivers refers to those rivers or segments of rivers which are listed or eligible for listing in the U.S. Department of the Interior, National Park Service, *Nationwide Rivers Inventory*. These rivers are free flowing and possess “outstandingly remarkable scenic, recreational, geologic, fish and wildlife, historic, cultural or other similar values” (PL 90-542).

## **EXISTING CONDITIONS**

A review of the *Nationwide Rivers Inventory* indicates that no listed or eligible for listing wild and scenic rivers are located in the vicinity of Camarillo Airport; therefore, this category is not applicable to projects proposed for Camarillo Airport.

## **ENVIRONMENTAL CONSEQUENCES**

### **Analysis**

**No Action.** Implementation of the No Action alternative would not result in any impacts to wild and scenic rivers as listed in the *Nationwide Rivers Inventory*.



**Proposed Action.** Implementation of the Proposed Action alternative would not result in any impacts to wild and scenic rivers as listed in the *Nationwide Rivers Inventory*.

### **Analysis Summary**

**Threshold of Significance.** *FAA Order 5050.4A* provides that if no river listed or eligible for listing in the *Nationwide Rivers Inventory* then no further analysis is necessary. This resource category is not addressed in the *Ventura County Initial Study Assessment Guidelines*.

**NEPA Analysis.** No impact to wild and scenic rivers are expected to occur as a result of the implementation of the Proposed Action; therefore, no mitigation measures are required.

**CEQA Analysis.** Not applicable.

**Cumulative Impact.** Because this resource is not present in the vicinity of the airport, no cumulative impact to wild and scenic rivers is expected to occur as a result of the Proposed Action.

### **CONSISTENCY WITH PLANS AND POLICIES**

Both the No Action and Proposed Action alternatives are consistent with state and federal plans, policies, and controls related to wild and scenic rivers. For more information regarding plans and policies, refer to **Chapter Five**, of this environmental document.

### **MITIGATION MEASURES**

No mitigation measures are required.

### **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

None.

### **FARMLAND**

The *Farmland Protection Policy Act* (FPPA) protects against impacts to farmland that is either prime farmland which is not already committed to urban development or water storage, or unique farmland, or farmland which is of state or local importance. The U.S. Department of Agriculture, Natural Resources Conservation Service determines whether or not the FPPA is applicable to a subject farm parcel. According to *FAA Order 5050.4A*, Federal agencies are directed to use the developed criteria to identify any adverse impacts on the preservation of farmland, consider alternative actions which

could lessen adverse effects, and, wherever possible, ensure the project is compatible with state, local, or private programs and policies to protect farmland.

## EXISTING CONDITIONS

Land surrounding Camarillo Airport is predominately used for agricultural production; however, the airport itself has been designated as urban land and is not classified as important farmland per the *Ventura County General Plan, Resources Appendix*. Agency coordination was made with the U.S. Department of Agriculture, Natural Resources Conservation Service for information regarding prime and unique farmland at Camarillo Airport. No response was received.

## ENVIRONMENTAL CONSEQUENCES

### Alternatives

**No Action.** As the No Action alternative would not result in any construction activities, no impacts to prime or unique farmland would be expected to occur.

**Proposed Action.** Approximately 29 acres of airport property that is currently in agricultural production would be directly and indirectly impacted by the Proposed Action. This is in addition to another approximately 30 acres which is not in agricultural production, but which is currently unpaved. All of this acreage has already been dedicated to non-agricultural use and is not considered to be important farmland by the County of Ventura.

### Analysis Summary

**Threshold of Significance.** According to *FAA Order 5050.4A*, a project's impact to farmland is potentially significant if the farmland is subject to the Federal *Farmland Protection Policy Act* and if its score on the *Farmland Conversion Impact Rating* form is greater than 160. The *Ventura County Initial Study Assessment Guidelines* defines specific thresholds, based on the General Plan land use designation, at which direct or indirect impacts to prime, unique, or local farmland is considered significant. Direct impacts are those which result in a loss of agricultural soils due to removal or permanent overcovering; indirect impacts occur due to increased wind or water erosion.

**NEPA Analysis.** The farm use which would be affected by the Proposed Action is located entirely on airport property and occurs through lease agreements. This property has already been dedicated to airport use and is not subject to the *Farmland Protection Policy Act*; therefore, the impact is not considered significant.

**CEQA Analysis.** The Proposed Action does not impact land classified by the County of Ventura as prime, unique or locally important; therefore, the impact to this resource is less-than-significant and no mitigation is required.

**Cumulative Impacts.** While the Proposed Action will remove approximately 29 acres of on-airport land from current agricultural production, because this land is not considered important farmland by the County of Ventura, the Proposed Action is not expected to have any cumulative impacts to this resource; therefore, no mitigation is required.

## **CONSISTENCY WITH LAND USE PLANS AND POLICIES**

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls regarding prime and unique farmland in the airport area. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

## **MITIGATION MEASURES**

No mitigation measures are required.

## **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

None.

## **ENERGY SUPPLY AND NATURAL RESOURCES**

Energy requirements generally fall into two categories: (1) those which relate to changed demands for stationary facilities and (2) those which involve the movement of air and ground vehicles. According to *FAA Order 5050.4A*, an impact arises where a project will have a measurable effect on local energy supplies or would require the use of an unusual material or one in short supply. Increased consumption of fuel by aircraft is examined where ground movement or runup times are increased substantially without offsetting efficiencies in operational procedures or if the action includes a change in flight patterns. Ground vehicles fuel consumption is examined only if the action would add appreciably to access time or if there would be a substantial change in movement patterns for on-airport service or other vehicles.

State CEQA Guidelines indicate that a project will have a significant impact if it “encourages activities which result in the use of large amounts of fuel...or energy”, or “uses fuel or energy in a

wasteful manner". The Ventura County *Initial Study Assessment Guidelines*, further indicate that, since almost all projects will directly or indirectly use energy, no individual project is considered as having a significant impact on solar, wind and hydraulic energy sources because they are renewable, nor on petroleum resources because they are a world-wide, national, and state-wide resources beyond the scope of the County to effectively manage or control.

## EXISTING CONDITIONS

There are no existing energy production or supply facilities at Camarillo Airport.

In order to provide for facility maintenance and operations, expenditure of electricity, gas, chemicals, water, and other forms of energy supply and natural resources currently occur at Camarillo Airport. The use of nonrenewable resources is considered to be an irreversible impact, since these resources are only renewable over long periods of time.

## ENVIRONMENTAL CONSEQUENCES

### Alternatives

**No Action.** Continued maintenance and operation of the airport will require continued energy and natural resource consumption over both the short and long-term.

**Proposed Action.** As with the No Action Alternative, continued maintenance and operation of the airport will require continued consumption of energy and natural resources for the life of the airport. In addition, the Proposed Action will require additional electrical service to operate the new apron security lighting, lighting within the new/expanded buildings, new airfield lighting ( MALSR), and new road lighting.

In addition, the Proposed Action will require the use of energy supplies and natural resources, including manpower, fuel, electricity, chemicals, and water, in order to implement the identified construction projects. The use of these materials is expected to be short-term and localized. .

According to a letter received from Ventura County Department of Planning (see **Appendix C**), both Southern California Edison and southern California Gas Company have adequate electricity, supplies, and facilities to serve the airport into the future.

### Analysis Summary

**Threshold of Significance.** *FAA Order 5050.4A* provides that "for most airport actions, changes in energy or other natural resource consumption will not result in significant impacts" unless there is

a problem with demands exceeding supplies, or changes in aircraft or ground vehicles use which would greatly increase fuel consumption, or the proposed substantial use of natural resources in short supply. The Ventura County *Initial Study Assessment Guidelines* indicate that no individual project is considered as having a significant impact on solar, wind and hydraulic energy sources because they are renewable, nor on petroleum resources because they are a world-wide, national, and state-wide resources beyond the scope of the County to effectively manage or control.

**NEPA Analysis.** The Proposed Action is not expected to result in a significant impact to energy supply or natural resources; therefore, no mitigation is required.

**CEQA Analysis.** Impacts to energy supply is not considered significant and no mitigation is required.

**Cumulative Impact.** Cumulative impacts to energy supply and resources are not considered significant because solar, wind, and hydro power are all renewable. Also, currently there are sufficient petroleum resources available on a nationwide basis. Finally, because the demand for this resource would be the same in the region, regardless of whether this project is implemented, the cumulative effect would be considered *de minimus*.

## CONSISTENCY WITH PLANS AND POLICIES

Both the No Action and Proposed Action alternatives are consistent with state and federal plans, policies, and controls related to energy supply and natural resources. For more information regarding plans and policies, refer to **Chapter Five**, of this environmental document.

## MITIGATION MEASURES

No mitigation measures are required.

## SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

None.

## LIGHT EMISSIONS

Light emissions of a proposed project are evaluated to determine whether they would create an annoyance among people in the vicinity of their installation.

## EXISTING CONDITIONS --

Lighting at Camarillo Airport includes both airfield and landside lighting. Adequate airfield lighting assures efficient aircraft movement at night and in poor weather conditions and includes both identification lighting and runway/taxiway lighting. Landside lighting is necessary to ensure the safety of vehicles and pedestrians utilizing the airport facility and includes parking lot, general aviation areas and roadway lighting.

The airport is currently indicated at night and during periods of low visibility by an airport rotating beacon. This beacon rotates and flashes green and white colored lights. The beacon is located near midfield, on the south side of the airport, along Pleasant Valley Road.

The runway at Camarillo Airport is lighted to provide pilots with a clear indication of the airfield during periods of low visibility. Each end of the runway is equipped with Runway End Identifier Lights (REILs). The REIL system consists of two synchronized stroboscopic flashing lights located laterally on each side of the runway threshold facing the approaching aircraft. The runway is also equipped with Medium Intensity Runway Lights (MIRL) which outline the runway during periods of poor weather conditions and nighttime operations. The taxiway system is illuminated with Medium Intensity Taxiway Lights (MITL), which are blue lights along the edges of the taxiways.

Other airfield lighting includes the visual approach aids to each runway end. These provide visual descent guidance for aircraft during a landing approach. A two-unit Precision Approach Path Indicators (PAPI-2) has been placed on the left side of Runway 8 and Runway 26.

Landside areas that are lighted include automobile parking areas, general aviation buildings, aircraft parking aprons, aircraft hangars and industrial/business park.

Existing off-airport lighting sources are located primarily north and east of the airport, in developed portions of Camarillo. Farmland is located to the north, west and south of the airport.

## ENVIRONMENTAL CONSEQUENCES

### Alternatives

**No Action.** The No Action Alternative would result in no changes to the existing lighting system at Camarillo Airport.

**Proposed Action.** The Proposed Action Alternative will introduce additional airfield and landside light into the area. This lighting will include MITLs along the proposed parallel taxiways, the replacement of the existing PAPI-2's with PAPI-4's, the installation of the medium intensity approach lighting system with runway alignment (MALSR) to Runway 26, and replacement of the rotating beacon. Additional landside lighting would be added to provide security to the perimeter of the

airport, in the aircraft parking apron areas, in the vicinity of the new hangar facilities, within new hangars and the new administrative/general aviation terminal.

The airfield lights that have traditionally had the most potential to cause annoyance to nearby light-sensitive land uses are REILs. Since there is no runway extension planned at Camarillo, the REILs would not be moved and would therefore not be placed any closer to light-sensitive residential land uses located east, northeast and north of the airport.

The land uses that abut the airport are commercial/industrial or agriculture uses. These land uses would be expected to adequately buffer the area neighborhoods from light generated at the airport.

### **Analysis Summary**

**Threshold of Significance.** FAA Order 5050.4A provides that “only in unusual circumstances...will the impact of light emissions be considered sufficient to warrant special study....” Normally, it may be concluded that no significant impact would occur. The Ventura County *Initial Study Assessment Guidelines* provide a threshold for the assessment of glare, defined as a continuous or periodic intense light which may cause eye discomfort or be blinding to humans. For a project to have impact it must generate light which would directly illuminate or reflect upon adjacent property, or be directly seen by motorists or persons residing, working, or otherwise located within sight of the project.

**NEPA Analysis.** No runway end identifier lights are proposed under the project; therefore, light emissions impacts of the Proposed Action are expected to be less-than-significant and no mitigation is required.

**CEQA Analysis.** The Proposed Action is not projected to generate light which would directly illuminate or reflect upon adjacent property. No element of the project is expected to result in a continuous or periodic intense light; therefore, no significant impact is expected and no mitigation is required.

**Cumulative Impact.** Camarillo Airport is illuminated at night, both the landside and the airside facilities. Combined with other development in the area, this increases total light emissions. Since the airport is located within an urban area, however, these cumulative impacts are not considered significant.

### **CONSISTENCY WITH LAND USE PLANS AND POLICIES**

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls related to light emissions. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

## **MITIGATION MEASURES**

No mitigation measures are required under either NEPA or CEQA.

## **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

There are no significant unavoidable adverse impacts associated with the implementation of the Proposed Action.

## **SOLID WASTE IMPACT/DISPOSAL**

Operational and construction activities of an airport do contribute to the generation of solid waste. The presence of sanitary landfills and transfer stations in the vicinity of airports can be a concern because they can attract scavenger birds, which can increase the potential for bird strikes. FAA Advisory Circular 150/5200-33 considers putrescible waste landfills to be incompatible with aviation activity if located within 10,000 feet of an airport serving jet aircraft, or within five miles of runway approaches.

## **EXISTING CONDITIONS**

There are no landfills, existing or closed, within 10,000 feet of Camarillo Airport. Solid waste at Camarillo Airport is collected by the Ventura County General Services Agency.

## **ENVIRONMENTAL CONSEQUENCES**

### **Alternatives**

**No Action.** As operations continue to increase at Camarillo Airport, so will the generation of solid waste. The generation of solid waste at Camarillo Airport is expected to increase over the 20-year planning period as a result of the increased use of the facility.

**Proposed Action.** Solid waste generation resulting from airport operations under the Proposed Action is expected to be the same as under the No Action. Construction activities at the airport may result in the generation of additional solid waste. Discussions with the Ventura County Solid Waste Management Department indicate that aircraft hangars generate only minimal waste and that the airport improvements as a whole would result in incidental increases to solid waste, most particularly from on-airport restaurants.

The County of Ventura Department of Airports is, however, required to comply with AB 939 regarding solid waste management and the use of recyclable materials. The County is mandated to



achieve a waste diversion goal of 50% by the year 2000. The Department of Airports will be expected to assist in achieving this goal, regardless of the degree of impact from the proposed project.

### **Analysis Summary**

**Threshold of Significance.** *FAA Order 5050.4A* provides that where a project is expected to result in an appreciable change in either the quantity or type of solid waste generation or method of collection or disposal, mitigation is necessary. The Ventura County *Initial Study Assessment Guidelines* define thresholds for projects which individually and/or cumulatively present a significant adverse impact upon solid waste management systems in the County. Project impacts are considered individually significant when the solid waste disposal rate exceeds 65 tons per year and diversion is less than 25 percent. The project is considered to contribute to cumulative impacts when it generates in excess of 13 tons per year.

**NEPA Analysis.** No significant change in either quantity or type of solid waste generation, or method of collection or disposal is projected to occur with implementation of the Proposed Action; therefore, no mitigation measures are required.

**CEQA Analysis.** No significant change in either quantity or type of solid waste generation or method of collection or disposal is projected to occur with implementation of the Proposed Action; therefore, the action will have a less-than-significant project impact on solid waste management systems.

**Cumulative Impact.** The Proposed Action will have a less-than-significant cumulative impact on solid waste management systems; however, it will be necessary for the airport to assist the County in achieving its State mandated waste diversion goal of 50 percent by the year 2000, as required by AB 939.

### **CONSISTENCY WITH LAND USE PLANS AND POLICIES**

Both the Proposed Action and No Action alternatives are consistent with the local and regional land use plans, policies, and controls related to solid waste impact/disposal. For more information regarding land use plans and policies in the vicinity of Camarillo Airport, refer to **Chapter Five** of this environmental document.

### **MITIGATION MEASURES**

No mitigation measures are required under NEPA or for project impacts under CEQA. The Ventura County Department of Airports will, however, implement the following measures to assist the County in achieving its State mandated waste diversion goal of 50% by the year 2000 in order to reduce cumulative impacts.

- The County of Ventura Department of Airports will divert from the waste stream to the extent feasible, construction and demolition debris. Wood waste, if feasible, shall be recycled on-site by mulching and chipping for use in landscaping, weed control, water conservation, etc. Scrap metals shall be recycled through a solid waste or recycling collection company. Concrete, asphalt, rock, brick, and dirt shall be recycled, to the extent possible, on-site and used as aggregate for road beds, walkways, etc., and/or for landscaping purposes.
- The County of Ventura Department of Airports will allocate interior and exterior storage space for recycling containers throughout the airport facility as required by the Guidelines for Space Allocation.
- The County of Ventura Department of Airports will incorporate xeriscaping and low growth vegetation to the fullest extent possible. Also, they will, to the extent currently allowed by state regulation and exemptions, mulch, chip, grasscycle, and/or compost organic materials generated from the project for use in on-site landscaping activities, etc. The County of Ventura Department of Airports will set aside as area at least 96 square feet in size to enable on-site composting as recommended in the Guidelines for Space Allocation for all commercial developments with landscaped areas in excess of one-fifth acre.

#### **SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS**

No significant unavoidable adverse impacts are associated with the Proposed Action.

## **Chapter Five**

# **NEPA: ENVIRONMENTAL CONSEQUENCES - OTHER CONSIDERATIONS**

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This chapter addresses other environmental considerations which are specifically identified in *FAA Order 5050.4A, Airport Environmental Handbook*. It also briefly summarizes some of the applicable regional and local land use plans and policies for the Oxnard Airport area.

### **POSSIBLE CONFLICTS BETWEEN THE PROPOSED ACTION AND THE OBJECTIVES OF FEDERAL, REGIONAL, STATE, AND LOCAL LAND USE PLANS, POLICIES, AND CONTROLS FOR THE AREA CONCERNED**

The following sections briefly summarize and outline pertinent local and regional plans, policies and controls. The Proposed Action is not in conflict with objectives of federal, regional, state, or local land use plans, policies, or controls for the area concerned.

#### **CITY OF CAMARILLO GENERAL PLAN**

The *Camarillo General Plan* was most recently updated in 1996 and includes nine planning elements: land use, circulation, public facilities, scenic highways, housing, recreation, open space/conservation, community design, safety, and noise. As indicated in **Appendix A**, Ventura

County Department of Airports staff reviewed this plan and determined that, in general, the Proposed Action is consistent with the City's General Plan. The following is a discussion of the *Camarillo General Plan* references to noise, compatible land use, traffic and circulation, and geological concerns.

**Noise.** 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, aircraft engine warm-ups or testing, are done during aircraft maintenance and prior to an itinerant takeoff. As implementation of the Proposed Action will occur on an as-needed basis, the Proposed Action will have no effect on the number/type of run-ups or the number of flight operations at Camarillo Airport.

**Compatible Land Use.** The City of Camarillo recommends that residences be located/constructed to provide a maximum interior noise level of 45 DNL and a maximum exterior noise level of 60 DNL. (Note: DNL is similar to CNEL, except it does not provide for an evening weighting.) Schools, hospitals, nursing homes, and places of worship are recommended to be located/constructed to provide an interior noise level of 45 DNL as well, but there are no guidelines for exterior noise levels. Both existing and proposed land uses within the 60 CNEL contour are expected to be compatible with airport operations. No residences or other noise-sensitive land uses are located in this area and the *General Plan* recommends compatible uses (i.e., commercial, industrial, and agricultural).

**Geological Impacts.** Camarillo Airport is located in the Camarillo/Springville Fault Zones. According to the *Camarillo General Plan, Safety Element*, it is also located in an area subject to ground shaking and potential liquefaction. The *Camarillo General Plan* recommends that all faults be considered potentially hazardous unless detailed seismic-geologic investigation confirms the contrary. No buildings or structures whose failure could result in damage to life or property should be placed over or within 50 feet of any fault lines unless a detailed geologic seismic investigation proves that the fault is inactive. Compliance with the most recent Uniform Building Code is also recommended to reduce/eliminate risks from fault rupture, ground shaking, and liquefaction. Implementation of the Proposed Action could result in seismic risks. **Chapter Four** describes mitigation measures to reduce/eliminate these risks. These include (1) no habitable structures will be located either on or within 50 feet of the Camarillo Fault and (2) prior to construction of hangars in either the east or west hangar areas, a geotechnical study will be completed to evaluate the presence of the Camarillo Fault in those areas.

**Traffic and Circulation.** The long-term scenario trip generation estimates were compared with the volumes assumed in the City of Camarillo's Traffic Model to determine if there would be a significant change from the 2015 General Plan Buildout scenario. According to the ATE Report, in comparing the City's modeled existing and future densities of the airport, no growth was expected to occur. The model identifies 11,040 average daily trips with 847 during the a.m. peak hour and 905 during the p.m. peak hour. This includes not only trips associated with the airport, but other, adjacent uses. ATE estimates that, with the projected increased use in the use of the airport, the area is projected to generate only 8,870 daily vehicle trips, 616 a.m. peak hour, and 528 p.m. peak hour

vehicle trips (existing plus long range estimates). According to these rates, future traffic associated with the airport is in keeping with the *City of Camarillo General Plan*.

## **VENTURA COUNTY GENERAL PLAN GOALS AND POLICIES**

The *Ventura County General Plan* was adopted in 1988 and has been amended several times since then. The Plan incorporates several documents, including Goals, Policies and Programs (1996a), and the following appendices: Land Use (1995a), Resources (1994a), Public Facilities and Services (1994a), and Hazards (1994a). As indicated in **Appendix A**, Ventura County Department of Airports staff reviewed this plan and determined that, in general, the Proposed Action is consistent with the City's General Plan. The following is a discussion of the *Ventura County General Plan* references to noise, compatible land use, air quality, and socioeconomic considerations.

**Noise.** The *Ventura County General Plan* illustrates Camarillo Airport's 1983 noise condition, as determined in the Airport Noise Control and Land Use Compatibility (ANCLUC) study of the same year. The existing and future noise conditions at Camarillo Airport result in different contours from those presented in the ANCLUC, smaller to the west and slightly larger to the east.

**Compatible Land Use.** The *Ventura County General Plan* recommends that noise-sensitive land uses be prohibited in the 65 CNEL contour, and only permitted in the 60-65 CNEL contour band "if means will be taken to ensure interior noise levels of CNEL 45 or less". It also sets as a policy that "discretionary development which would endanger the efficient, safe, operation of an airport, or would result in significant land use incompatibility with an airport shall be prohibited". The proposed development projects included in the Proposed Action are all compatible with airport operations and, in the case of the acquisition of land in the RPZ, will increase land use compatibility in the area.

Finally, the *Ventura County General Plan Goals and Policies* sets as a policy that the General Plan shall remain consistent with the Airport Master Plan and ANCLUC Study for Camarillo Airport for the purposes of ensuring compatible land uses around the airport. The ANCLUC Study has been replaced with the *Ventura County Airport Comprehensive Land Use Plan (CLUP)* which is summarized in the next subsection.

**Air Quality.** See discussion under *Ventura County Air Quality Management Plan (AQMP)* later in this section. The AQMP sets for the goals and policies related to air quality in Ventura County.

**Socioeconomic.** The *Ventura County General Plan Goals and Policies* has set a goal to provide facilities at Camarillo Airport which meets the general aviation needs of the citizens of Ventura County. The Proposed Action is in keeping with this goal.

Finally, the *Ventura County General Plan Goals and Policies* lists as a program that the Camarillo Airport Master Plan will periodically be updated; therefore, the Proposed Action, which represents that update, is consistent with the County's plan.

## **VENTURA COUNTY AIRPORT COMPREHENSIVE LAND USE PLAN**

The Public Utilities Code (PUC) of the State of California, Sections 21670 et seq., requires individual county boards of supervisors to establish an Airport Land Use Commission (ALUC) in each county with an airport operated for the benefit of the general public. As an alternative, State law allows the county board of supervisors to authorize an appropriately designated body to fulfill ALUC responsibilities. (See Section 21670.1.) In Ventura County, the Board of Supervisors has designated the Ventura County Transportation Commission to act as the ALUC for the County.

The PUC sets forth the range of responsibilities, duties, and powers of the ALUC. Section 21675 requires the ALUC to formulate a comprehensive land use plan for the area surrounding each public use airport. These plans shall:

(a)... provide for the orderly growth of each public airport and the area surrounding the airport within the jurisdiction of the Commission, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general. The Commission plan shall include a long-range master plan or an airport layout plan ... that reflects the anticipated growth of the airport during at least the next 20 years. In formulating a land use plan, the Commission may develop height restrictions on buildings, specify use of land, and determine building standards, including soundproofing adjacent to airports, within the planning area. The comprehensive land use plan shall be reviewed as often as necessary in order to accomplish its purposes, but shall not be amended more than once in any calendar year.

State law requires local general plans, specific plans, zoning ordinances, and building regulations to be consistent with the ALUC's plan and provides for the review of amendments to those plans by the ALUC (Section 21676). This consistency requirement extends to proposed modifications in airport master plans. Section 21676 provides as follows:

(c) Each public agency owning any airport within the boundaries of an airport land use commission plan shall, prior to modification of its airport master plan, refer such proposed change to the airport land use commission. If the commission determines that the proposed action is inconsistent with the commission's plan, the referring agency shall be notified. The public agency may, after a public hearing, overrule the commission by a two-thirds vote of its governing body if it makes specific findings that the proposed action is inconsistent with the purposes of this article stated in Section 21670.

State law also stipulates that the comprehensive airport land use plans can only apply to proposed future land use. They do not apply retroactively to existing development.

In November 1991, the Ventura County Airport Land Use Commission (ALUC) approved an *Airports Comprehensive Land Use Plan* (1991 CLUP) for the three public use airports and one military airport in the County (P&D Aviation, 1991). The Plan is intended to protect and promote the safety and welfare of residents near the military and public use airports in the County, as well

as airport users, while promoting the continued operation of those airports. Specifically, the plan seeks to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

The 1991 *CLUP* establishes airport compatibility standards based on safety, noise, and height restriction.

**Safety Compatibility.** The safety compatibility standards of the 1991 *CLUP* establish three safety zones – an Inner Safety Zone (ISZ), an Outer Safety Zone (OSZ), and a Traffic Pattern Zone (TPZ). Within the ISZ, the boundaries of which correspond to the runway protection zones off each runway end, all structures are prohibited. The boundaries of the OSZ correspond to the inner approach areas off each runway end. On the west end, the OSZ also accounts for the turn-out of traffic to the northwest. In the OSZ, structural coverage cannot exceed 25 percent of the lot. Selected commercial, industrial, parks, and open space uses are the only conditionally permitted uses in this area. Residential and institutional uses are prohibited. The TPZ extends 3,500 feet off the runway centerline, 5,500 feet west of Runway 8 and 7,500 feet east of Runway 26. Most institutional uses are “unacceptable” within this area according to the 1991 *CLUP*. Residential uses are conditionally compatible provided structural coverage not exceed 25 percent of the lot. Commercial and industrial uses are conditionally permitted if maximum structural coverage is limited to 50 percent of the lot.

The *Draft Airport Master Plan Update* for Camarillo Airport shows a larger Runway Protection Zone (RPZ) for Runway 26 than an earlier airport layout plan that the 1991 *CLUP* was based on. The enlarged RPZ is slightly larger than the ISZ defined in the 1991 *CLUP*, but lies entirely within the defined OSZ and within airport property. Because the project will not result in off-airport changes to the defined safety areas, the *Draft Airport Master Plan Update* is consistent with the safety elements of the 1991 *CLUP*.

**Noise Compatibility.** The noise compatibility standards of the 1991 *CLUP* define mobile home parks and outdoor amphitheatres as “unacceptable” with noise above 60 CNEL. Other residential uses, hotels and motels, and noise-sensitive institutions (hospitals, convalescent homes, schools, places of worship, auditoriums, and theaters) are conditionally acceptable subject to an analysis of noise reduction requirements and the incorporation of necessary noise insulation into design of new structures. All residential land uses are classified “unacceptable” with noise above 65 CNEL. Various noise-sensitive institutions are described as “unacceptable” with noise above 70 CNEL.

The *Draft Airport Master Plan Update* does not propose changes that would conflict with the noise standards of the 1991 *CLUP*.

**Height Restrictions.** The height restrictions of the 1991 *CLUP* for Camarillo Airport apply within the inner transitional and approach surfaces – that portion of the Federal Aviation Regulation (FAR) Part 77 airspace surfaces below the elevation of the horizontal surface. In the 1991 *CLUP*, that area is based on 50 to 1 approach slope for Runway 26 and a 34 to 1 approach slope Runway 8.

The *Draft Airport Master Plan Update* provides for no changes to either of these approach slopes, but does slightly extend the Runway Protection Zone (RPZ) for Runway 26 from 1,700 feet in length to 2,500 feet. This would have a minimal impact on structure heights in the immediate vicinity of the airport, but would have no effect on the extent of the Height Restriction Surfaces.

The Proposed Action is consistent with the *1991 Comprehensive Land Use Plan* for Ventura County.

The County ALUC is currently in the process of updating the 1991 *CLUP* to reflect the updated airport layout plans for both Oxnard and Camarillo Airports. It is also being updated to reflect updated sets of noise contours developed for both airports in FAR Part 150 Noise Compatibility Studies which are currently nearing completion. Because the new *CLUP* will be prepared in light of the approved Airport Layout Plan and Airport Master Plan, the two documents will be consistent with each other.

### **VENTURA COUNTY, CAMARILLO AIRPORT FAR PART 150 STUDY**

Ventura County Department of Airports is currently preparing a Noise and Land Use Compatibility Plan for Camarillo Airport, consistent with FAR Part 150. The *Aviation Safety and Noise Abatement Act of 1979* (ASNA, P.L., 96-193), was enacted "...to provide and carry out noise compatibility programs, to provide assistance to assure continued safety in aviation, and for other purposes". FAR Part 150 represents the administrative rule promulgated by the FAA to implement the Act. It sets requirements for airport operators who choose to undertake an airport noise compatibility study with federal funding assistance. FAR Part 150 provides for the development of two final documents: noise exposure maps and a noise compatibility program. The County initiated the preparation of these documents in 1997.

The Noise Exposure Map document (NEM) shows existing and future noise conditions at the airport and are considered a baseline analysis. The FAA accepts the NEM based on a review of the process used to develop the contours and identify the noise impacts. A Noise Compatibility Program document (NCP) is then prepared which evaluates various noise abatement, land use management and mitigation alternatives to reduce or eliminate any previously identified impacts. The NCP also includes the recommend noise compatibility plan for the airport. This plan is ultimately approved by the Airport Sponsor (Ventura County Board of Supervisors). The FAA reviews the identified measures and either accepts them or denies them based on identified criteria and the benefit to the community.

This EA/EIR includes as voluntary mitigation measures for identified Noise and Compatible Land Use impacts, the implementation of the NCP, specifically those measures approved and/or accepted by the FAA and within the County's jurisdiction. The County will also work with other jurisdictions to implement the remaining measures of the NCP outside of their control.



## **VENTURA COUNTY AIR QUALITY MANAGEMENT PLAN**

The California Air Resources Board (CARB) coordinates the statewide air quality planning process which is aimed at meeting both the national and statewide Ambient Air Quality Standards (AAQS). They have been identified as the responsible agency for all air quality regulations in the State of California. Local control in air quality management is provided by CARB through county-level Air Pollution Control Districts (APCDs). The Ventura County APCD oversees air quality planning for air pollution sources in Ventura County. The Southern California Association of Governments (SCAG) is also involved in air quality planning and, with the APCD, prepares the Air Quality Management Plan (AQMP) which provides the framework for air pollution management in Ventura County.

Since 1991, several AQMPs have been approved. The 1994 AQMP was prepared to satisfy the planning requirements of the 1990 Federal Clean Air Act Amendments and to outline a strategy for meeting the federal ozone clean air standard. The Plan indicates that Ventura County will attain the federal ozone standard by 2005. The 1995 AQMP Revision was prepared to update information that has changed since the 1994 AQMP was approved. It contains new modeling results and improved emission forecasts. The 1997 AQMP Revision revised the adoption and implementation dates for several control measures.

The 1994 AQMP, including a 1995 revision, was approved by the Environmental Protection Agency (EPA) in September 1996. The AQMP includes air pollution control measures to reduce Reactive Organic Components (ROC) and Nitrogen Oxides (NOX) emissions, both ozone precursors, and bring the region into compliance with the federal ozone standard. This plan predicts attainment of the federal ozone standard by 2005.

The Proposed Action is consistent with the 1994 AQMP because the current population of the growth area within which the project is located does not exceed the AQMP population target for the year 2000. The most recent population estimates for the Camarillo Growth Area (as provided by the APCD and dated December 31, 1998) indicate that it currently has a population of 63,829. This falls below AQMP growth projects of 67,916 for the year 2000 (Ventura County 1995 Air Quality Management Plan Revision, Appendix E-95, Table E-6).

## **SCAG REGIONAL COMPREHENSIVE PLAN AND GUIDE**

The Southern California Association of Governments (SCAG) is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments, Regional Transportation Planning Agency, and a Metropolitan Planning Organization. Among other duties, SCAG is mandated to maintain a comprehensive *Regional Transportation Plan* and *Regional Transportation Improvement Program*. It is also responsible for developing the demographic projections and integrated land use, housing, employment, and transportation programs, measures and strategies portions of the *South Coast Air*

*Quality Management Plan*. It is responsible for determining air quality *general conformity* under the Federal Clean Air Act. SCAG is also responsible for reviewing EIRs for projects of regional significance for consistency with regional plans.

SCAG's *Regional Comprehensive Plan and Guide* identifies regional goals to reinvigorate the economy, avoid social and economic inequities and geographical isolation of communities, and maintain the region's quality of life. The *Draft Airport Master Plan Update* appears to be consistent with and promote these policies. Environmental concerns, such as anticipated off-site increases in automobile traffic, air quality, and water quality, have been addressed in **Chapter Four** of this document. Appropriate mitigation measures have also been included in **Chapter Four** and are reiterated later in this chapter.

Specifically, the *Draft Airport Master Plan Update* is not inconsistent with the Core Growth Management Policy #3.01. As indicated in **Chapter One**, the socioeconomic estimates used in the development of the aviation forecasts relied on an earlier SCAG forecast for the area. While these numbers have since been modified by SCAG, because they are relied on for planning purposes only and that the associated facility improvement will only occur as demand actually warrants, the project remains consistent with the identified policy.

The *Draft Airport Master Plan Update* is also consistent with Core Growth Management Policy #3.03 and Policy #3.09 because the phasing of the development projects is determined by need. Projects identified for the short-term (the first five years) are needed based on current operations. Projects identified for the long-term (between six and twenty years) will only be developed if the demand warrants. Development of the projects will include any related projects, such as utility and transportation improvements, as identified in **Chapter Four**.

Because it improves a local, existing aviation facility to accommodate projected demand based on projected socioeconomic levels, implementation of the *Draft Airport Master Plan* is also consistent with Core Growth Management Policies #3.12, 3.13, 3.18, and 3.23. The Proposed Action would reduce or eliminate the need for local airport users to travel to another airport which would increase auto trips and vehicle miles traveled. It also encourages infill and redevelopment at the existing airport, encourages planned development in locations least likely to cause adverse environmental impact, and encourages mitigation measures which reduce impacts associated with noise, biological and ecological resources, seismic hazards, and earthquake damage. In addition, Camarillo Airport is an integral element of the community's emergency response and recovery services.

The project is not inconsistent with the policies identified in SCAG's 1998 Regional Transportation Plan. The project helps to sustain mobility opportunities in the Camarillo area and is critical to fostering economic development, reducing energy consumption, and promoting transportation-friendly development patterns. An economic benefit study was done as part of the *Draft Airport Master Plan* process. Its conclusions are reiterated in **Chapter Four** of this document. All airports, including general aviation facilities, produce an economic benefit on the community in which they are located, both directly and indirectly. By maintaining an adequate facility in the vicinity of the

population and business base, it reduces the need for potential users to travel greater distances to similar facilities, thereby reducing energy consumption and promoting transportation-friendly development patterns. Also, as identified in **Chapter Four**, wherever possible and feasible, the County of Ventura Department of Airports will implement appropriate Transportation Control Measures at Camarillo Airport. The project is consistent with Policy #4.19 which indicates that "airports shall be expanded...to reinforce regional growth patterns and to make regional communities more livable."

Finally, the project is not inconsistent with Policy 4.01 which provides that transportation investments be based on adopted Regional Performance Indicators. These indicators relate to mobility, accessibility, environment, reliability, safety, livable communities, equity, and cost-effectiveness. These indicators relate primarily to vehicle trips, miles traveled, and residence to work travel times.

## **ANY INCONSISTENCY OF A PROPOSED ACTION WITH ANY APPROVED STATE OR LOCAL PLANS AND LAWS**

The Proposed Action is consistent with approved local and state plans and laws. It provides for the continuing operation of a primarily general aviation airport, as provided for in the *City of Camarillo General Plan* and the facilities to meet the general aviation needs of the citizens of Ventura County, as provided for in the *Ventura County General Plan*. It is also consistent with the *SCAG Regional Comprehensive Plan and Guide* which supports the more efficient use of commercial airport facilities to serve growing air passenger demand in the region and short-haul air passenger demand in the subregions.

## **MEANS TO MITIGATE ADVERSE ENVIRONMENTAL IMPACTS**

Where appropriate, mitigation measures are included in the discussion of the specific environmental impact categories in **Chapter Four** of this report. **Tables C and D** in the **Summary Chapter** in the beginning of this document summarizes the environmental findings for the Proposed Action and No Action alternatives under each of the environmental categories that were evaluated, both project and cumulative impacts.

Mitigation measures for Alternative A, Proposed Action are summarized as follows.

- No habitable structures will be located either on or within 50 feet of the Camarillo Fault.
- Prior to the construction of hangars in either the east or west hangar areas, a geotechnical study will be completed to evaluate the presence of the Camarillo Fault in those areas.
- The Ventura County Department of Airports will comply with the County's and/or City's Traffic Impact Mitigation Fee Programs, as required, in order to mitigate potential traffic impacts associated with the individual elements of the Proposed Action. New construction projects at the airport will be evaluated on a project by project basis. At the time of

application for a building permit, a project description will be submitted to the County Transportation Department and/or City Traffic Engineer to determine its potential impact to County and/or City roads. If it is determined that the proposed project will have impacts, the Director of Airports and a County and/or City representative will determine the appropriate fee needed to mitigate the project impact. This fee may include the dedication of right-of-way for the widening of either Las Posas Road and/or Pleasant Valley Road.

- Should the increase in users at Camarillo Airport cause the allocations to be exceeded, the Department of Airports will contribute the required fees, as appropriate.
- The County of Ventura Department of Airports will pay its pro rata share for improvements to the water distribution system and sewage collection system.
- The County of Ventura will continue its ongoing program to reduce the infiltration of stormwater runoff into the wastewater collection system.
- An archaeologist will be retained to monitor all ground disturbing activities associated with airport improvements identified in the *Draft Airport Master Plan Update*. Should resources be unearthed during construction, all construction activities in the vicinity of the find will cease until a determination can be made as to its/their significance and, if necessary, a data recovery plan be implemented. If further on-site investigation is required, all subsequent recommendations shall conform to Section 106 of the *National Historic Preservation Act*.
- Ventura County Department of Airports will prepare a Phase I Cultural Resources or Historic Resources Assessment prior to any new ground-disturbing construction or building demolition at Camarillo Airport and submit the report to the FAA and the SHPO.
- Ventura County shall utilize Ventura County Air Pollution Control District's construction-related air emissions mitigation measures and standard best management practices to reduce air and water quality impacts resulting from construction activities.
- Ventura County will utilize best management practices to reduce erosion, minimize sedimentation, and control non-stormwater discharges.
- Ventura County will comply with the County's Source Reduction and Recycling Element policies related to: (1) diverting construction and demolition debris from the waste stream, to the extent feasible; (2) allocating interior and exterior storage space for recycling containers; and (3) incorporating xeriscaping and low growth vegetation into project plans to the fullest extent practical.

## **DEGREE OF CONTROVERSY ON ENVIRONMENTAL GROUNDS**

No federal, state or local government agency has expressed any opposition to either the Proposed Action or No Action alternatives based on environmental grounds.

## **Chapter Six**

### **REQUIRED CEQA TOPICS**

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#### **CUMULATIVE IMPACTS**

According to the revised *State CEQA Guidelines*, “a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR” (Section 15130(a)(1)). The revised CEQA Guidelines further indicate that “a project’s contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact” (Section 15130(a)(3)). Cumulative impacts may also be classified as de minimus, and thus not significant, if the environmental conditions would essentially be the same whether or not the proposed project is implemented (Section 15130(a)(4)).

The amount of development considered in a cumulative analysis depends on the resource being evaluated. Because of Camarillo Airport’s location, cumulative consideration was given to the City of Camarillo’s *General Plan*, *Ventura County General Plan*, and *Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide*. The *Draft Camarillo Airport Master Plan* was prepared using population growth estimates from SCAG (these estimates were current at the time of the report’s preparation and have since been revised).

This EA/EIR on the *Draft Airport Master Plan Update* for Camarillo Airport also addresses the cumulative impacts of the Proposed Action, the adoption of the Airport Master Plan, on the

community within **Chapter Four** of this document. The following discussion summarizes the findings discussed earlier.

Regarding geologic risks, Camarillo Airport is located in an area subject to ground shaking and having a moderate and high potential for liquefaction. The Camarillo Fault Zone runs through the airport and the Camarillo Fault Trace has been identified just east of the airport. Implementation of the Proposed Action would locate hangars in the vicinity of the extended fault trace. Ground rupture in these areas may result in damage to both hangars and their contents: aircraft. The mitigation measures identified in **Chapter Four** would reduce both the direct and cumulative risks to a level of less-than-significant. These mitigation measures are (1) no habitable structures will be located either on or within 50 feet of the Camarillo Fault, and (2) prior to the construction of the hangars in either the east or west hangar areas, a geotechnical study will be completed to evaluate the presence of the Camarillo Fault in those areas.

Regarding traffic and circulation, cumulative impacts to Las Posas Road and its intersection with Daily Drive and the Highway 101 Southbound Ramps are considered to be less-than-significant because the Ventura County Department of Airports will participate in the traffic mitigation fee program (*State CEQA Guidelines*, Section 15130(a)(3)).

Regarding air quality, cumulative impacts are considered *de minimus* because air travelers on general aviation flights would still need to be accommodated within the region, hence the regional emissions would be the same whether or not the Proposed Action is implemented (*State CEQA Guidelines*, Section 15130(a)(4)).

Cumulative water supply and wastewater treatment impacts are classified as less-than-significant because the Ventura County Department of Airports has agreed to (1) contribute the required fees, as appropriate, if the increase in airport users cause potable water allocations to be exceeded, (2) pay its pro rata share for improvements to the water distribution system and wastewater collection system, and (3) continue to improve the wastewater collections system to alleviate the infiltration of stormwater and groundwater (*State CEQA Guidelines*, Section 15130(a)(3)).

Finally, cumulative impacts for solid waste impact/disposal were found to be less-than-significant based on conversations with the Ventura County Solid Waste Management Department. It is, however, necessary for the County to comply with AB 939 regarding solid waste management and use of recyclable materials. The Department of Airports is expected to assist in achieving the County-wide waste diversion goal of 50 percent by the year 2000. Mitigation measures are provide to assist in this effort.

Identified mitigation measures reduce cumulative impact to a level of less-than-significant.

## **IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES**

Implementation of the *Draft Airport Master Plan* will constitute an irreversible and irretrievable commitment of the following non-renewable or slowly renewable resources: open land, energy resources (natural gas, coal, oil, fossil fuels), water, construction materials (lumber, gravel, sand, cement, asphalt, metal), and clean air.

The Proposed Action will remove land which is currently farmed or open space and convert it to airport-related uses (i.e., parking lot, aircraft hangar area). This land is entirely on existing airport property and is already unavailable for other development or use.

Continued use of the Airport would require an adequate supply of potable water. Water in California is tightly regulated and controlled, and is not in abundant supply. For these reasons, the Airport will continue to contribute to the cumulative loss of water resources in Ventura County. It is important to note, however, that this commitment of water resources is expected to occur regardless of whether the Proposed Action is approved and implemented.

The volume of traffic in the project area will continue to increase either with or without implementation of the Proposed Action, resulting in the additional consumption of non-renewable fossil fuels.

Air quality within Ventura County will be further degraded, thereby resulting in an irreversible and irretrievable commitment of resources. This increase in air quality pollutant emissions is expected to occur under either the No Action or Proposed Action alternatives. Project-related impacts on air quality will be at least partially mitigated by clean air standards and policies of the Ventura County Air Pollution Control District with regards to construction mitigation.

As previously stated, if Camarillo Airport was not available for general aviation activity, these users would find alternative transportation to their destination. This would likely result in longer vehicle trips as residents and business travelers commute to/from one of the other nearby airports, such as Santa Paula, Burbank, Los Angeles, or Santa Barbara. This would result in a greater commitment of fossil fuel than the Proposed Action.

Each of these impact areas have been evaluated in **Chapter Four** of this document and were all considered to be individually less-than-significant with mitigation. The demand for energy, water and fossil fuel (traffic-related) resources will most likely occur with or without the Proposed Action. The degradation of local air quality would also occur under either the Proposed Action or the No Action alternatives, as individuals would still either utilize Camarillo Airport or another local airport and then drive further to their destination. It is possible that the degradation of air quality would be worse under the No Action alternative as a result of increased operational delays stemming from the current taxiway/landside facility layout. As there is no public access to the land identified for facility improvements at Camarillo Airport, the loss of open space is not expected to be perceptible.

## GROWTH INDUCING IMPACTS

In describing how growth inducing impacts are to be treated in an EIR, *CEQA Guidelines Section 15126(g)* states that “it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

The *Draft Airport Master Plan* for Camarillo Airport is intended to provide a plan for responding to regional population and economic growth, and is not expected to be growth inducing in and of itself. It is important to note, however, that the ability of a region to attract population and business is partially dependent on the availability of regional access to the nation’s aviation system. As such, Camarillo Airport is expected to have some role in the attractiveness of the local community and, therefore, may be considered to have some influence on regional growth.

It is also important to note, that the development strategy outlined in the *Draft Airport Master Plan Update* was developed to more efficiently accommodate the projected demand for the use of the airport facility. This increased demand and use of the airport is expected to occur regardless of the implementation of the Proposed Action, and can be accommodated at the current facility, but in a less efficient manner than proposed.

In the field of airport planning, it is the accepted industry standard that implementation of an Airport Master Plan, in and of itself, does not generate additional airport activity or, by extension, local/regional socioeconomic growth, rather it is intended to respond to it. The preparation of an Airport Master Plan is intended to identify potential future facility demands (as reflected in the number of operations, based aircraft, and passenger enplanements) and provide the airport sponsor with the means to address those demands. The demands themselves are a byproduct of local and regional population and economic growth, which are forecasted by others and are external to the control of the airport. Under this approach, the Proposed Action would have project and cumulative impacts, but no growth-inducing effect.

It is, however, reasonable to assume that the proposed improvements would generate some increase in activity as a direct result of making the airport more attractive and convenient for its users. Similarly, it is also reasonable that the No Action would result in reduced demand for the facility in the long-term (less attractive, inconvenient). Whether the aviation demand forecasts prepared for the Airport Master Plan, and used in this document, represent the Proposed Action (from which the No Action would be less) or the No Action (from which the Proposed Action would be greater) is undeterminable at this point in time. There is currently no methodology for calculating the difference between demand for an improved airport and an unimproved airport in instances where the project does not result in any significant increase in airport capacity (represented by the Annual Service Volume). For this reason, the Camarillo Airport’s aviation demand forecasts, which were calculated based on external local and regional socioeconomic forecasts, represents the reasonably foreseeable future demand for the airport facility. Under this approach it is feasible to estimate the project impacts and cumulative impacts of the Proposed Action, but not growth-inducing impacts.



## Chapter Seven

### PREPARERS

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

NAME	EXPERTISE	PROFESSIONAL EXPERIENCE
<b>PREPARERS</b>		
<b>Coffman Associates</b>		
Steven Benson, P.E.	Airport Master Planning, Commercial Service Forecasting, Environmental Analysis	B.S., Civil Engineering. Twenty-one years experience in airport master planning, airport site selection, and environmental documentation.
David Fitz	Land Use Planning, Environmental Analysis, Noise Modeling and Assessment, and Documentation	M.A., Community and Regional Planning. Five years experience in airport master planning, noise modeling, and land use management.

NAME	EXPERTISE	PROFESSIONAL EXPERIENCE
<b>Coffman Associates, continued</b>		
James Harris, P.E.	Airport Master Planning, Facility Requirements, Airport Layout, Cost Estimates	B.S., Civil Engineering Twenty years experience in Airport Master Planning, Design, and Project Administration
Mark Johnson, AICP	Land Use/Noise Impact Analysis and Airport Land Use Compatibility Planning	M.A., Urban and Regional Planning. Twenty years experience in urban planning, airport noise compatibility and environmental planning.
Kathryn W. May, AICP	Land Use Planning, Environmental Analysis and Documentation, Airport Master Planning	B.S., Public Administration. Eleven years experience in environmental evaluations of development projects.
Colleen Wilcox	Environmental Analysis and Documentation	B.S., Environmental Science. One year experience in environmental evaluations of development projects.
<b>Other Contributors</b>		
Joe Johns, Geoff Reilly, and Scott Weinstock, Envicom	Air Quality Analysis	
<b>VENTURA COUNTY EVALUATORS</b>		
Kari Gialketsis, Environmental Coordinator Consultant, Ventura County Department of Airports	Land Use Planning, Environmental Analysis and Documentation	B.A. Environmental Studies and Geography. Thirteen years experience in land use planning and environmental evaluation.
Rodney L. Murphy, C.A.E., Director of Airports, Ventura County Department of Airports	Airport Management and Administration	Certified Airport Executive. Fifteen years airport management and operations of city and county airports.

NAME	EXPERTISE	PROFESSIONAL EXPERIENCE
Ventura County Evaluators, continued		
Donald O. Hurley, Senior Civil Attorney, Ventura County	Public Legal Counsel	J.D., Hastings College of Law. Twelve years experience as legal advisor to airports.
<b>FEDERAL AVIATION ADMINISTRATION EVALUATOR</b>		
Brian Q. Armstrong Regional Environmental Planner, Airports Division, Western Pacific Region	Principal FAA airport planner responsible for FAA evaluation and contribution to all parts of the EA and overall coordination of comments from various Federal, State and local government agencies.	B.S., Industrial Technology - Aviation Administration. Fifteen years of experience in airport/airfield operations, planning, design, constructing, and maintenance.



SECTION B  
 INITIAL STUDY CHECKLIST  
 PROJECT NO.

CAMARILLO AIRPORT MASTER PLAN

ISSUE	(RESPONSIBLE DEPARTMENT)	PROJECT IMPACT DEGREE OF EFFECT*				CUMULATIVE IMPACT DEGREE OF EFFECT*			
		N	LS	S	U	N	LS	S	U
GENERAL:	1. <u>GENERAL PLAN ENVIRONMENTAL GOALS AND POLICIES (PLNG.):</u>				✓				✓
LAND USE:	2. <u>LAND USE (PLNG.)</u>								
	A. COMMUNITY CHARACTER:		✓				✓		
	B. HOUSING:	✓				✓			
	C. GROWTH INDUCEMENT:	✓				✓			
RESOURCES:	3. <u>AIR QUALITY (APCD)</u>				✓				✓
	A. REGIONAL				✓				✓
	B. LOCAL:				✓				✓
	4. <u>WATER RESOURCES (PWA)</u>				✓				✓
	A. GROUNDWATER QUANTITY:				✓				✓
	B. GROUNDWATER QUALITY:		✓				✓		
	C. SURFACE WATER QUANTITY:		✓				✓		
	D. SURFACE WATER QUALITY:		✓				✓		
	5. <u>MINERAL RESOURCES (PLNG.)</u>								
	A. AGGREGATE:	✓				✓			
	B. PETROLEUM:	✓				✓			
	6. <u>BIOLOGICAL RESOURCES</u>				✓				
	A. ENDANGERED, THREATENED, OR RARE SPECIES:	✓				✓			
	B. WETLAND HABITAT:	✓				✓			
	C. COASTAL HABITAT:	✓				✓			
	D. MIGRATION CORRIDORS:	✓				✓			
	E. LOCALLY IMPORTANT SPECIES/COMMUNITIES:	✓				✓			
	7. <u>AGRICULTURAL RESOURCES (AG. DEPT.)</u>								
	A. SOILS:	✓				✓			
	B. WATER:	✓				✓			
	C. AIR QUALITY/MICRO-CLIMATE:	✓				✓			
	D. PESTS/DISEASES:	✓				✓			
	E. LAND USE INCOMPATIBILITY:	✓				✓			
	8. <u>VISUAL RESOURCES</u>								
	A. SCENIC HIGHWAY (PLNG.):	✓				✓			
	B. SCENIC AREA/FEATURE:	✓				✓			
	9. <u>PALEONTOLOGICAL RESOURCES:</u>	✓				✓			
	10. <u>CULTURAL RESOURCES</u>								
	A. ARCHAEOLOGICAL:	✓				✓			
	B. HISTORICAL (GSA):	✓				✓			
	C. ETHNIC, SOCIAL OR RELIGIOUS:	✓				✓			
	11. <u>ENERGY RESOURCES:</u>	✓				✓			
12. <u>COASTAL BEACHES &amp; SAND DUNES:</u>	✓				✓				

ISSUE	(RESPONSIBLE DEPARTMENT)	PROJECT IMPACT DEGREE OF EFFECT*				CUMULATIVE IMPACT DEGREE OF EFFECT*			
		N	LS	S	U	N	LS	S	U
HAZARDS:	13. <u>SEISMIC HAZARDS (PWA)</u>								
	A. FAULT RUPTURE:	✓				✓			
	B. GROUND SHAKING:	✓				✓			
	C. TSUNAMI:	✓				✓			
	D. SEICHE:	✓				✓			
	E. LIQUEFACTION:	✓				✓			
	14. <u>GEOLOGIC HAZARDS (PWA)</u>								
	A. SUBSIDENCE:	✓				✓			
	B. EXPANSIVE SOILS:	✓				✓			
	C. LANDSLIDES/MUDSLIDES:	✓				✓			
	15. <u>HYDRAULIC HAZARDS (PWA/FCD)</u>								
	A. EROSION/SILTATION:		✓				✓		
	B. FLOODING:		✓				✓		
	16. <u>AVIATION HAZARDS (AIRPORTS):</u>				✓			✓	
	17. <u>FIRE HAZARDS (FIRE):</u>	✓				✓			
	18. <u>HAZARDOUS MATERIALS/WASTE</u>								
	A. ABOVE-GROUND HAZARDOUS MTL'S. (FIRE):		✓				✓		
	B. BELOW-GROUND HAZARDOUS MTL'S. (EH):	✓				✓			
	C. HAZARDOUS WASTE (EH):		✓				✓		
	19. <u>NOISE AND VIBRATION:</u>				✓				✓
20. <u>GLARE:</u>		✓				✓			
PUBLIC FACILITIES/SERVICES:	21. <u>TRANSPORTATION/CIRCULATION</u>								
	A. PUBLIC ROADS AND HIGHWAYS								
	(1) LEVEL OF SERVICE (PWA):				✓				✓
	(2) SAFETY/DESIGN (PWA):				✓				✓
	(3) TACTICAL ACCESS (FIRE):	✓				✓			
	B. PRIVATE ROADS AND DRIVEWAYS (FIRE)								
	(1) SAFETY/DESIGN:	✓				✓			
	(2) TACTICAL ACCESS:	✓				✓			
	C. PEDESTRIAN/BICYCLE								
	(1) PUBLIC FACILITIES (PWA):				✓				✓
	(2) PRIVATE FACILITIES:	✓				✓			
	D. PARKING (PLNG.):	✓				✓			
	E. BUS TRANSIT:	✓				✓			
	F. RAILROADS:	✓				✓			
	G. AIRPORTS (AIRPORTS):				✓			✓	
	H. HARBORS (GSA):	✓				✓			
	I. PIPELINES:	✓				✓			
22. <u>WATER SUPPLY</u>									
A. QUALITY (EH):	✓				✓				
B. QUANTITY (PWA/EH):				✓				✓	
C. FIRE FLOW (FIRE):				✓				✓	

w/anti

+

2 IK

STUDY

STUDY

+

2 IK

ISSUE	(RESPONSIBLE DEPARTMENT)	PROJECT IMPACT DEGREE OF EFFECT*				CUMULATIVE IMPACT DEGREE OF EFFECT*			
		N	LS	S	U	N	LS	S	U
		PUBLIC FACILITIES/SERVICES (CONT.):	23. <u>WASTE TREATMENT/DISPOSAL</u>						
A. INDIVIDUAL SEWAGE DISPOSAL SYSTEM (EH):	✓					✓			
B. SEWAGE COLLECTION/TREATMENT FACILITIES:					✓				✓
C. SOLID WASTE FACILITIES (SWMD):			✓				✓		
24. <u>UTILITIES</u>									
A. ELECTRIC:	✓					✓			
B. GAS:			✓				✓		
C. COMMUNICATION:	✓					✓			
25. <u>FLOOD CONTROL/DRAINAGE</u>									
A. FCD FACILITY (FCD):			✓				✓		
B. OTHER FACILITIES (PWA):	✓					✓			
26. <u>LAW ENFORCEMENT/EMERGENCY SVS. (SHERIFF)</u>									
A. PERSONNEL/EQUIPMENT:	✓					✓			
B. FACILITIES:	✓					✓			
27. <u>FIRE PROTECTION (FIRE)</u>									
A. DISTANCE/RESPONSE TIME:	✓					✓			
B. PERSONNEL/EQUIPMENT/FACILITIES:	✓					✓			
28. <u>EDUCATION</u>									
A. SCHOOLS:	✓					✓			
B. LIBRARIES (LIB. AGENCY):	✓					✓			
29. <u>RECREATION (GSA)</u>									
A. LOCAL PARKS/FACILITIES:	✓					✓			
B. REGIONAL PARKS/FACILITIES:	✓					✓			
C. REGIONAL TRAILS/CORRIDORS:	✓					✓			

EIR  
MTR

MTR

\*EXPLANATION: DEGREE OF EFFECT  
 N = NO EFFECT  
 LS = LESS THAN SIGNIFICANT EFFECT  
 S = SIGNIFICANT EFFECT; MND OR EIR REQUIRED.  
 U = UNKNOWN; EIR REQUIRED.

AGENCIES

APCD - AIR POLLUTION CONTROL DISTRICT  
 PWA - PUBLIC WORKS AGENCY  
 PLNG. - PLANNING DIVISION  
 GSA - GENERAL SERVICES AGENCY  
 AG. DPT. - AGRICULTURAL DEPARTMENT  
 FCD - FLOOD CONTROL DISTRICT

AIRPORTS - DEPARTMENT OF AIRPORTS  
 FIRE - FIRE PROTECTION DISTRICT  
 SHERIFF - SHERIFF'S DEPARTMENT  
 EH - ENVIRONMENTAL HEALTH DIVISION  
 SWMD - SOLID WASTE MANAGEMENT DEPT.  
 LIB. AGENCY - LIBRARY SERVICES AGENCY

D. MANDATORY FINDINGS OF SIGNIFICANCE		YES/MAYBE	NO
BASED ON THE INFORMATION CONTAINED WITHIN SECTIONS B AND C:			
1.	DOES THE PROJECT HAVE THE POTENTIAL TO SIGNIFICANTLY DEGRADE THE QUALITY OF THE ENVIRONMENT, SUBSTANTIALLY REDUCE THE HABITAT OF A FISH OR WILDLIFE SPECIES, CAUSE A FISH OR WILDLIFE POPULATION TO DROP BELOW SELF-SUSTAINING LEVELS, THREATEN TO ELIMINATE A PLANT OR ANIMAL COMMUNITY, REDUCE THE NUMBER OR RESTRICT THE RANGE OF A RARE OR ENDANGERED PLANT OR ANIMAL, OR ELIMINATE IMPORTANT EXAMPLES OF THE MAJOR PERIODS OF CALIFORNIA HISTORY OR PREHISTORY?	X	
2.	DOES THE PROJECT HAVE THE POTENTIAL TO ACHIEVE SHORT-TERM, TO THE DISADVANTAGE OF LONG-TERM, ENVIRONMENTAL GOALS? (A SHORT-TERM IMPACT ON THE ENVIRONMENT IS ONE WHICH OCCURS IN A RELATIVELY BRIEF, DEFINITIVE PERIOD OF TIME WHILE LONG-TERM IMPACTS WILL ENDURE WELL INTO THE FUTURE).		X
3.	DOES THE PROJECT HAVE IMPACTS WHICH ARE INDIVIDUALLY LIMITED, BUT CUMULATIVELY CONSIDERABLE? (SEVERAL PROJECTS MAY HAVE RELATIVELY SMALL INDIVIDUAL IMPACTS ON TWO OR MORE RESOURCES, BUT THE TOTAL OF THOSE IMPACTS ON THE ENVIRONMENT IS SIGNIFICANT).	X	
4.	DOES THE PROJECT HAVE ENVIRONMENTAL EFFECTS WHICH WILL CAUSE SUBSTANTIAL ADVERSE EFFECTS ON HUMAN BEINGS, EITHER DIRECTLY OR INDIRECTLY?	X	

E. DETERMINATION OF ENVIRONMENTAL DOCUMENT	
ON THE BASIS OF THIS INITIAL EVALUATION:	
<input type="checkbox"/>	I FIND THE PROPOSED PROJECT COULD NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT, AND A NEGATIVE DECLARATION SHOULD BE PREPARED.
<input type="checkbox"/>	I FIND THAT ALTHOUGH THE PROPOSED PROJECT COULD HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT, THERE WILL NOT BE A SIGNIFICANT EFFECT IN THIS CASE BECAUSE THE MITIGATION MEASURE(S) DESCRIBED IN SECTION C OF THE INITIAL STUDY WILL BE APPLIED TO THE PROJECT. A MITIGATED NEGATIVE DECLARATION SHOULD BE PREPARED.
<input checked="" type="checkbox"/>	I FIND THE PROPOSED PROJECT, INDIVIDUALLY AND/OR CUMULATIVELY, MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED.*

Kari E. Zialkiewicz

SIGNATURE OF PERSON RESPONSIBLE  
FOR ADMINISTERING THE PROJECT

5-22-97

DATE

\*EIR ISSUES OF FOCUS: Air Quality, Noise, Water Supply,  
Seismicity



Section C  
DISCUSSION OF RESPONSES TO CHECKLIST  
CAMARILLO MASTER PLAN

1. General Plan Environmental Goals and Policies:

The proposed Camarillo Airport Master Plan is consistent with the Ventura County General Plan Goals and Policies related to water resources, mineral resources, biological resources, farmland resources, scenic resources, paleontological and cultural resources, energy resources, coastal beaches and sand dunes, fault ruptures, ground shaking, tsunami, seiche, liquefaction, subsidence, expansive soils, landslides/mudslides, airport hazards, coastal wave and beach erosion hazards, flood hazards, inundation from dam failure, land use, land use designations, population and housing, employment and commerce/industry, public facilities and services, hazardous materials, fire protection and transportation. These issue areas are addressed in more detail in their related sections that follow.

Other issue areas that have been identified as having potential adverse impacts or undetermined impacts include water supply, sewer service, flood control, air quality and noise. These issues will be addressed in an environmental impact report/environmental assessment (EIR/EA).

2. Land Use

- A. Community Character - The Camarillo Airport is currently located in an urban area. Adoption of the Master Plan 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 facilities. It is important that the City of Camarillo and Ventura County adhere to current land use designations on adjacent properties and the recommendations of the Ventura County Transportation Commission's Airports Comprehensive Land Use Plan (updated 3/96).
- B. Housing - The proposed project will not remove, create or demand additional housing because it is a demand-based, planning document designed to serve projected needs and will not require development of additional land. Therefore, the proposed project will not have a significant effect on housing.
- C. Growth Inducement - The proposed Master Plan 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. New hangars will be constructed to meet current demand. There is a waiting list of over 90 that has been in existence for years and has taken as much as five years to reach the top of the list. 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

Potential air quality impacts are not determined at this time. Therefore an air quality impact analysis will be prepared as part of the EIR/EA.

### 4. Water Resources

- A. Groundwater Quantity - Municipal water for the airport is currently supplied by two onsite wells. This project is within the Fox Canyon Groundwater Management Agency (GMA). The impact on current groundwater use will therefore be less than significant because the GMA has established ordinances that effectively preclude an increase in groundwater extraction. However, if long-term airport facilities growth cause water demand that exceeds the GMA allocation, as is anticipated, fees must be paid to Ventura County to provide for the purchase of imported water to mitigate the excess groundwater extraction by the airport facilities. Absent Master Plan data on projected future water use as the facility experiences growth, it is recognized that there may be potentially significant impact on groundwater quantity.
- B. Groundwater Quality - Groundwater wells near Camarillo Airport are completed 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 - The impact to surface water quantity due to the construction of additional hangars and tie-down aprons 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 - The impact to surface water quality due to airport-related activities will be less than significant, because the Department of Airports will adhere to all local and federal regulations regarding protection against oil and fuel spills and measures for operation of the expanded fuel farm. In addition, the Department of Airports conducts annual storm water reporting to comply with NPDES requirements.

### 5. Mineral Resources

- A. Aggregate - The proposed project site is already developed, is not located within an MRZ-2 zone, and will not hamper access to aggregate resources. Therefore, it will not have a significant impact on aggregate resources.
- B. Petroleum - The project site is not under an existing CUP for oil and gas. Implementation of the Master Plan will not hamper access to existing oil resources.

### 6. Biological Resources

- A. Endangered, Threatened, or Rare Species - The proposed Master Plan involves improvements to the existing airport facilities. New construction will be limited to currently paved and farmed areas as opposed to biologically sensitive or undeveloped areas. Therefore, the proposed project will not have a significant effect on biological resources.

- B. Wetland Habitat - See response to "A" above.
- C. Coastal Habitat - The proposed project is not located in the coastal zone.
- D. Migration Corridors - The adoption of the proposed Master Plan will only allow intensification of an existing use, as opposed to new development on an undeveloped parcel. Therefore, it will not affect migration corridors.
- E. Locally Important Species/Communities - See responses to "A" and "D" above.

7. Agricultural Resource

The proposed Master Plan is not expected to adversely impact any agricultural resources. Implementation of the Master Plan will not affect adjacent farmlands nor will it remove any farmlands from agricultural production.

8. Visual Resources

- A. Scenic Highway - The implementation of the proposed Master Plan will not change the existing views of the airport from Las Posas Road that is an eligible county scenic highway and State Highway 101 that is an eligible State scenic highway per the County General Plan Resources Appendix. New construction will only occur in an already urbanized area. Therefore, it will not have a significant effect on a scenic highway.
- B. Scenic Area/Feature - The existing Camarillo Airport is characterized as an urbanized area with surrounding office, institutional, recreational, as well as, agricultural uses. The addition of new hangars is the primary new development and will not change a scenic area or feature. Therefore, the proposed project will not have a significant effect on a scenic feature/area. See response to "A" above.

9. Paleontological Resources

The project site is located in an area of "Undetermined Importance" the County's Unified Mapping System. However, the site is currently developed and proposed new development is planned to be located on previously disturbed areas. Therefore, the adoption of the proposed Master Plan will not have a significant effect on paleontological resources.

10. Cultural Resources

- A. Archaeological - See response to number 9 above.
- B. Historical - Implementation of the proposed Master Plan will not affect any known historical resources.
- C. Ethnic, Social or Religious - There are no ethnic, social or religious establishments within the project area and there are no proposed changes to the existing land use. Therefore, the proposed project will not have a significant effect on these resources.

11. Energy Resources

The proposed project will not have a significant impact on energy resources by definition in the County's CEQA Administrative Supplement.

12. Coastal Beaches & Sand Dunes  
The proposed project will not have a significant impact on coastal beaches and sand dunes because it is not located within the coastal zone.
13. Seismic Hazards  
According to the County Development and Inspection Services Division, the proposed Master Plan is not subject to any seismic hazards.
14. Geologic Hazards  
County Development and Inspection Services has reviewed the proposed Master Plan and indicated that it will not be subject to any geologic hazards.
15. Hydraulic Hazards
  - A. Erosion/Siltation – Due to the relatively flat topography and nature of proposed construction, no erosion or siltation impacts are anticipated.
  - B. Flooding - Portions of the airport are located in the 100-year and 100- to 500-year flood zones. Improvements will be in compliance with the Ventura County Floodplain Management Ordinance. Therefore, no significant impacts are anticipated.
16. Aviation Hazards  
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 project will have a positive significant impact on aviation hazards.
17. Fire Hazards  
The proposed Master Plan 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 - Above ground use of hazardous materials will be in accordance with all applicable laws, ordinances and codes. Construction of new above-ground fuel storage tanks will also be in accordance with all appropriate regulations. The Department of Airports is working closely with County Fire Officials to ensure compliance. Therefore, potential impacts are considered less than significant.
  - B. Below-ground hazardous materials – Existing underground fuel storage tanks are to be removed. Future development will not utilize underground hazardous material storage tanks. Therefore, there will not be a significant impact regarding underground storage of hazardous materials.
  - C. Hazardous Waste - Future development 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

Existing noise information including noise contours from the airport indicates less than significant noise impacts. However, due to the projected increase in operations and because this is a highly controversial subject, additional noise evaluation will be conducted as part of the environmental review process. New information from the Part 150 noise study and existing information from the Threshold Study (Coffman Associates, 1996) and the ALUP (updated March 1996) by the Ventura County Transportation Commission will be incorporated.

20. Glare

The proposed project is not expected to introduce any new sources of light and glare. Therefore, it will not have a significant glare impact.

21. Transportation/Circulation

A. Public Roads and Highways

1 & 2 - A traffic impact analysis has been prepared by Associated Transportation Engineers (May 1997) and is attached to this study. (TO BE ADDED).

3. Existing and proposed access roads will comply with appropriate standards.

B. Private Roads and Driveways

Existing and proposed access roads will comply with appropriate standards.

C. Pedestrian/Bicycle

Implementation of the proposed Camarillo Airport Master Plan may affect the pedestrian and bicycle traffic. Construction activities may temporarily interrupt pedestrian and bicycle traffic. Proper design may mitigate these impacts to less than significant. Additional discussion is included in the attached traffic study (TO BE ADDED).

D. Parking - The proposed Camarillo Airport Master Plan shows 350 available parking spaces and a projected need of 240 spaces in the long term. Therefore, there will be enough spaces to meet the anticipated requirements.

E. Bus Transit - Bus service, similar to the airport, is demand driven. The adoption of the airport Master Plan by itself will not create additional demand on bus service. Therefore, the airport Master Plan will not have a significant impact on bus service.

F. Railroads - See response to 21E above.

G. Airports - The proposed project is a Master Plan designed to improve and meet anticipated demands for airport facilities. Therefore, the proposed project will have a significant positive impact on airports.

H. Harbors - The proposed project will not have a significant impact on harbors.

I. Pipelines - The proposed project will not have a significant impact on pipelines.

22. Water Supply

A. Domestic Water Supply - The availability of domestic quality water for specific future development which may be allowed pursuant to the Master Plan has not been

demonstrated at this time. Camarillo Airport is currently served by and planned to be served in the future by the Camarillo Utility Enterprise public water system that is operated by the Ventura County Public Works Agency Water and Sanitation Services Division. Conformance of specific future development with applicable State and local requirements pertaining to domestic water supply systems will prevent potential adverse impacts to the quality of water supplied by the domestic water distribution system.

- B. Quantity - The potential impact on water quantity has not yet been determined. Therefore, this issue will be further discussed in the EIR/EA.
- C. Fire Flow - It is not known if the existing water supply for the Camarillo Airport is capable of handling the proposed buildout of the airport. This issue needs to be addressed in further studies. Any studies should include: available water supplies, water storage facilities, available fire flows during peak use times, ability to expand the existing system, sources of additional water if the existing supplies are not adequate.

### 23. Waste Treatment/Disposal

- A. ISD Systems - The availability of a public sewer connection for specific future development which may be allowed pursuant to the Master Plan has not been demonstrated at this time. However, the Department of Airports states that Camarillo Airport is currently served by and planned to be served in the future by the Camarillo Utility Enterprise. 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 - The Camarillo Airport is located within the Camarillo Utility Enterprise. Potential impacts have not been determined and will be discussed in the EIR/EA.
- C. Solid Waste Facilities - Based upon the County "Initial Studies Guidelines for Assessing Solid Waste Impacts" thresholds of significance and the Camarillo Airport Master Plan description, project and cumulative impacts are estimated to be less than significant.

### 24. Utilities

- A. & C. Electric and Communication - The project site is already served by these utilities. No new service or extension of these services is anticipated. Therefore, there will not be a significant impact on these services.
- B. Gas - The project site is located within a service area for existing gas service. Therefore, there will not be a significant impact on gas service.

### 25. Flood Control/Drainage

Expansion of impervious surfaces associated with construction of new structures 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 to the

north of the airport site and/or the Pleasant Valley drain to the south of the airport site would be subject to appropriate permits from the Ventura County Flood Control District.

Clearing and rehabilitation of the airfield storm drainage system and improvements to drainage for Runway 8-26 will include provisions for inclusion of Best Management Practices (BMP's), whether source or treatment control, appropriate to the uses conducted on-site to effectively prohibit the entry of pollutants into stormwater runoff in accordance with the requirements of the Ventura Countywide Stormwater Quality Management Program, National Pollutant Discharge Elimination System (NPDES) Permit No. CASO63339, and any other NPDES permit issues by the State of California. The operation and maintenance of any BMP identified and the responsible party shall also be addressed.

26. Law Enforcement/Emergency Services

This issue area has been determined not to be significant by the City of Camarillo Police Department.

27. Fire Protection

The airport facility is currently served by a fully staffed on-site fire station. Therefore, there is adequate fire protection services available and no significant impacts are anticipated.

28. Education

A. & B. Schools and Libraries - The proposed Airport Master Plan is a non-residential use and therefore, will not have a significant impact on schools and libraries.

29. Recreation

The proposed Camarillo Airport Master Plan is a non-residential use and therefore, is not expected to significantly affect recreational facilities.





**AGENCY COORDINATION LIST**  
**Camarillo Airport, Camarillo, California**  
**Environmental Assessment/Environmental Impact Report**

---

**Federal**

Mr. Henry C. Wyman  
Acting State Conservationist  
**U.S. DEPARTMENT OF AGRICULTURE**  
Natural Resources Conservation Service  
2121 C Second Street, Suite 102  
Davis, CA 95616  
916-757-8200

Ms. Diane Noda  
Field Supervisor  
**U.S. DEPARTMENT OF THE INTERIOR**  
Fish and Wildlife Service  
2493 Portola Road  
Ventura, CA 93003  
805-644-1766

Mr. Tim Setnicka  
Superintendent  
**U.S. DEPARTMENT OF THE INTERIOR**  
National Park Service  
Channel Islands National Park  
1901 Spinnaker Dr.  
Ventura, CA 93003  
805-658-5700

Mr. Ron Fellows  
District Manager  
**U.S. DEPARTMENT OF THE INTERIOR**  
Bureau of Land Management  
Bakersfield District  
3801 Pegasus Drive  
Bakersfield, CA 93308  
805-391-6000

Chief  
Environmental Resources Branch  
**U.S. DEPARTMENT OF THE ARMY**  
Corps of Engineers, Los Angeles District  
Planning Division  
CESPL  
911 Wilshire Blvd.  
Los Angeles, CA 90017  
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Mr. David Tomsovic  
Code CMD2  
**ENVIRONMENTAL PROTECTION**  
**AGENCY**  
Region 9  
75 Hawthorne Street  
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415-744-1575

CDR Chris Spada  
Navy Representative, AWP-930  
**FAA-WPR**  
P.O. Box 92007  
World Way Postal Center  
Los Angeles, CA 90009  
310-725-3905

Ms. Sheri McClanahan  
Tower Chief  
**FAA AIRPORT TRAFFIC**  
**CONTROL TOWER**  
Camarillo Airport  
797 Aviation Drive  
Camarillo, CA 93010

State Agencies

Ms. Wendy Phillips  
Environmental Specialist IV  
**REGIONAL WATER QUALITY  
CONTROL BOARD**  
Los Angeles Region  
101 Centre Plaza Drive  
Monterey Park, CA 91754  
213-266-7500

Mr. Ron Coleman  
Fire Marshall  
**STATE FIRE MARSHALL**  
1416 Ninth Street  
Sacramento, CA 95814  
818-960-6441 (regional #)

Mr. Michael Chiriatti, Jr.  
Chief  
**STATE CLEARINGHOUSE**  
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Sacramento, CA 95814  
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Ms. Virginia Johnson  
Resource Ecologist  
**CALIFORNIA PARKS AND  
RECREATION**  
Channel Coast District  
1933 Cliff Drive, Suite 27  
Santa Barbara, CA 93109  
805-899-1400

Mr. Pete Phillips and Mr. Larry Eng  
Co-Acting Division Chiefs  
**CALIFORNIA DEPARTMENT OF  
FISH AND GAME**  
Environmental Services Division  
1416 9th Street  
Sacramento, CA 95814  
916-653-4875

Ms. Cherilyn E. Widell  
State Historic Preservation Officer  
**OFFICE OF HISTORIC  
PRESERVATION**  
P.O. Box 942896  
Sacramento, CA 94296-0001  
916-653-6624

Ms. Phyllisa J. Eisentraut  
Regional Information Center  
California Historic Resources Inventory  
South Coastal Information Center  
**UCLA, INSTITUTE OF ARCHEOLOGY**  
A163 Fowler Building  
Los Angeles, CA 90095  
310-825-1980

Ms. Sandy Hesnard  
Environmental Planner  
**CALTRANS**  
1130 K Street, 4th Floor  
P.O. Box 942873 (M.S. #40)  
Sacramento, CA 94273-001

Mr. Steve Oliva  
**CALIFORNIA DEPARTMENT  
OF CONSERVATION**  
801 K Street, MS-24-02  
Sacramento, CA 95814  
916-445-8733

Regional/Local

Mr. Bruce Smith  
General Planning Section  
**VENTURA COUNTY**  
Planning Department  
800 S. Victoria Ave.  
Ventura, CA 93009  
805-654-2497

Mr. Darrell Siegrist  
Environmental Health Division  
**VENTURA COUNTY**  
800 S. Victoria Ave  
Ventura, CA 93009  
805-654-2811

Mr. Arthur Goulet  
Director  
**VENTURA COUNTY**  
Public Works Agency  
800 S. Victoria Ave.  
Ventura, CA 93009  
805-654-2018

Mr. Blake Boyle  
Director  
**VENTURA COUNTY**  
Parks Department  
800 S. Victoria Ave.  
Ventura, CA 93009  
805-654-3963

Mr. Larry Carpenter  
Sheriff  
**VENTURA COUNTY**  
800 S. Victoria Ave.  
Ventura, CA 93009  
805-654-2380

Mr. Charles Weis  
Superintendent of Schools  
**VENTURA COUNTY**  
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Camarillo, CA 93012-8603  
805-383-1900

Ms. Alicia Stratton  
**VENTURA COUNTY AIR**  
**POLLUTION CONTROL DISTRICT**  
669 County Square Drive  
Ventura, CA 93003  
805-645-1400

Ms. Ginger Gherardi  
Executive Director  
**VENTURA COUNTY**  
**TRANSPORTATION COMMISSION**  
950 County Square Drive, Suite 207  
Ventura, CA 93003  
805-642-1591

Mr. Tony Boden  
Director of Planning  
**CITY OF CAMARILLO**  
P.O. Box 248  
Camarillo, CA 93010  
805-388-5360

Mr. Bill Shirk  
Fire Marshal  
**CITY OF CAMARILLO**  
Fire Department  
2474 Ventura Blvd.  
Camarillo, CA 93010  
805-389-9710

Mr. Daniel J.V. Greeley  
City Engineer  
**CITY OF CAMARILLO**  
601 Carmen Drive  
Camarillo, CA 93010  
805-388-5340

Mr. Craig Husband  
Commander  
**CITY OF CAMARILLO**  
Police Department  
3701 Las Posas road  
Camarillo, CA 93010  
805-388-5100

Mr. Robert Westdyke  
Director  
**CITY OF CAMARILLO**  
Department of Community Services  
601 Carmen Drive  
Camarillo, CA 93010  
805-388-5380

Ms. Viviane Doche-Boulos  
Manager, Intergovernmental Review  
**SCAG**  
818 W. Seventh Street, 12th Floor  
Los Angeles, CA 90017-3435  
213-236-1800

Mr. Tim Merwin  
Aviation Program Manager  
**SCAG**  
818 W. Seventh Street, 12th Floor  
Los Angeles, CA 90017-3435  
213-236-1910

Mr. William Studt  
Superintendent  
**CAMARILLO HIGH  
SCHOOL DISTRICT**  
309 S. K Street  
Oxnard, CA 93030  
805-385-2500

Dr. Shirley Carpenter  
Superintendent  
**CAMARILLO ELEMENTARY-  
INTERMEDIATE SCHOOL DISTRICT**  
600 Temple Ave  
Camarillo, CA 93010  
805-482-2763

# Appendix C

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# United States Department of the Interior

NATIONAL PARK SERVICE  
Channel Islands National Park  
1901 Spinnaker Drive  
Ventura, California 93001-4354

IN REPLY REFER TO:

L7619(CHIS)

December 15, 1997

Ventura County Department of Airports  
Attn: Ms. Kari Gialketsis  
555 Airport Way  
Camarillo, CA 93010

Dear Ms. Gialketsis:

Channel Islands National Park has no comment regarding the Environmental Assessment/Environmental Impact Report for Proposed Improvements at Camarillo Airport, Camarillo, California.

Sincerely,

Tim J. Setnicka  
Superintendent

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DEC 17 1997  
U.S. DEPT. OF AIRPORTS

**DEPARTMENT OF TRANSPORTATION**

AERONAUTICS PROGRAM M.S. #40  
1120 N STREET - ROOM 3300  
P.O. BOX 942874  
SACRAMENTO, CA 94274-0001  
(916) 654-4959  
FAX (916) 653-9531



*December 24, 1997*

Ms. Kari Gialketsis  
County of Ventura  
Department of Airports  
555 Airport Way  
Camarillo, CA 93010

Dear Ms. Gialketsis:

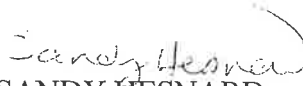
Re: *Ventura County's Notice of a Environmental Assessment/Environmental Impact  
Report for Proposed Improvements at Camarillo Airport*

The California Department of Transportation's Aeronautics Program has reviewed the above-referenced document with respect to CEQA. The following comments are offered for your consideration.

The airport improvements will include a new parallel runway, taxiway improvements, improvements to navigational aids, terminal improvements, additional executive hangars and T-hangars and other improvements which may include helicopter facilities. Since the proposed airport master plan includes a new parallel runway, an Amended Airport Permit-Application will be required by the Aeronautics Program. As part of the State permit process, the Aeronautics Program must ensure that the proposed new runway is in compliance with CEQA. The EIR should, therefore, address potential noise and safety impacts associated with the proposed new runway. In addition to receiving the draft EIR, we will also need copies of the Final EIR and the Notice of Determination once the proposal has been approved.

Thank you for the opportunity to review and comment on this proposal. We look forward to reviewing the draft EIR. For assistance with the amended permit requirements, please contact the Aeronautics Program's Aviation Consultant for Ventura County, Gary Cathey, at 916/654-5183.

Sincerely

  
SANDY HESNARD  
Environmental Planner

cc: Ventura County ALUC

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## DEPARTMENT OF TRANSPORTATION

STRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012-3606  
TELEPHONE (213) 897-6610

IGR/CEQA/DEIR/CP/#971214  
Camarillo Airport Master Plan  
Notice of Preparation  
Initial Study  
Vic.: VEN-101-15.864  
SCH# 97111067



January 5, 1998

Kari Gialketsis  
County of Ventura Department of Airports  
555 Airport Way  
Camarillo, CA 93010

Dear Kari Gialketsis:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Camarillo Airport project referenced above. The County of Ventura proposes to construct improvements to the existing airfield and support facilities in order to increase the airport's operational efficiency.

The Initial Study states on Page 6 - Item 21 A, a preliminary traffic impact analysis has been prepared and will be included in the EIR/EA. Please send us a copy of this study. To assist us in completely evaluating the impacts of the proposed project on the State Transportation System, we recommend that the final traffic study include the following information:

- 1) Assumptions and methods used to develop trip generation/distribution, percentages and assignments.
- 2) An analysis of ADT, AM, and PM peak-hour volumes for both the existing and future (year 2015) conditions. This should include mainline Route 101, and affected ramps, streets, crossroads, and controlling intersections.
- 3) This analysis addressing year 2015 conditions to include project traffic, cumulative traffic generated for all approved developments in the area, Interchange Utilization (I.C.U.) and Level of Service (LOS) of affected freeway ramp intersections on the State Highway indicating existing and project LOS, and existing + project(s) + other projects LOS (existing and future).
- 4) Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts. These mitigation discussions should include, but not be limited to, the following:

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Page 2 of 2  
Kari Gialketsis  
January 5, 1998

- \* financing
- \* scheduling considerations
- \* implementation responsibilities
- \* monitoring plan

- 5) Developer's percent share of the cost, as well as a plan of realistic mitigation measures under the control of the developer should be addressed. Assessment fees for mitigation should be of such proportion as to cover mainline highway deficiencies that occur as a result of the additional traffic generated by the project.

We look forward to reviewing the DEIR. We expect to receive a copy from the State Clearinghouse. However, to expedite the review process, you may send two copies in advance to the undersigned at the following address:

Stephen J. Buswell  
District 7 IGR/CEQA Program Manager  
Transportation Planning Office, 1-10C  
120 South Spring Street  
Los Angeles, CA 90012

If you have any questions regarding this response please reference IGR/CEQA #971214 and call me at (213) 897-4429 or Cheryl Powell the IGR/CEQA Coordinator for the project at (213) 897-3747.

Sincerely,



STEPHEN J. BUSWELL  
IGR/CEQA Program Manager  
Transportation Planning Office

Chris Belsky  
State Clearinghouse  
SCH# 97121005

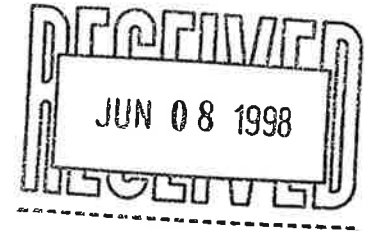
## DEPARTMENT OF TRANSPORTATION

DISTRICT 7, 120 SO. SPRING ST.  
LOS ANGELES, CA 90012-3606IGR/CEQA/ND/CP/#980132  
Camarillo Airport Master Plan  
Traffic Related Initial Study Items  
Vic: VEN-101-15.864  
SCH# 97121005

April 30, 1998

Ms. Kari Gialketsis  
County of Ventura  
Department of Airports  
Camarillo, CA 93010

Dear Ms. Gialketsis:



Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. The project proposes to construct improvements to the existing airfield and support facilities in order to increase the airport's operational efficiency. This letter supplements our previous comment letter of January 5, 1998.

In a telephone conversation of April 28, 1998 you advised Cheryl Powell of my staff the Camarillo Airport Master Plan Draft EIR is currently being prepared. Caltrans has reviewed the Traffic Analysis dated July 3, 1997 prepared by Associated Transportation Engineers that you forwarded to us. We trust our comments will be considered as the Draft EIR is prepared. Based on our review of the Traffic Analysis we have the following preliminary comments:

1. State Route 101 is expected to operate at an unacceptable level of service in the Year 2010. The proposed project plus other developments in the area will have a significant impact on State facilities, especially the SB-101/Los Posas Road onramps and offramps.
2. Further improvements including the widening of mainline U.S. 101 and replacement of Los Posas Road overcrossing (for widening purposes) may be necessary to alleviate the anticipated traffic impact.
3. Any costs for mitigation including widening, signalization, etc. should be paid by the developer.

If you have not already contacted Caltrans Aeronautics Program regarding this project you may reach Sandy Hesnard, Environmental Planner for the Caltrans Aeronautics Program at (916) 654-5314. We look forward to reviewing the DEIR.

If you have any questions regarding this response please reference IGR/CEQA #980132 and call me at (213) 897-4429 or Cheryl Powell the IGR/CEQA Coordinator for the project at (213) 897-3747.

Sincerely,

STEPHEN J. BUSWELL  
IGR/CEQA Program Manager  
Transportation Planning Officecc: Chris Belsky  
State Clearinghouse

**OFFICE OF HISTORIC PRESERVATION**  
**DEPARTMENT OF PARKS AND RECREATION**  
P.O. BOX 942896  
SACRAMENTO 94296-0001  
916) 653-6624  
FAX: (916) 653-9824



January 5, 1998

Reply to: FAA971202A

Kari Gialketsis, Environmental Coordinator  
County of Ventura  
Department of Airports  
555 Airport Way  
CAMARILLO CA 93010

Subject: Camarillo Airport Improvements, Ventura County

Dear Ms. Gialketsis:

Thank you for requesting information on the presence of historical resources within the proposed project alternatives.

The Office of Historic Preservation does not provide records of historical resources identified in surveys, nor does it maintain a record of surveys. That information can be obtained from the California Historical Resources Information System (Information Center). An Information Center will supply information on resources and surveys to government, institutions, and individuals who have a need to know. It will also supply a list of consultants qualified to do historic preservation work within your project area. The Information Center that services Ventura County is the:

South Central Coastal Information Center  
Institute of Archaeology - A163 Fowler Bldg.  
University of California, Los Angeles  
LOS ANGELES CA 90095-1510  
Attn: Dr. Gerrit Fenenga, Coordinator  
(310) 825-1980

The subject project is an undertaking that will require the Federal Aviation Administration (FAA) to comply with Section 106 of the National Historic Preservation Act (NHPA). This letter represents neither acknowledgment that the FAA has consulted the State Historic Preservation Officer (SHPO) under any applicable law or regulation nor evidence of satisfactory FAA compliance with Section 106 for the undertaking.

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Ms. Gialketsis  
January 5, 1998  
Page two

I am prepared to provide such evidence in writing after I receive correspondence from the FAA requesting my comments on its determination regarding the disposition of historic properties in a specific geographic area.

If you have questions, please do not hesitate to call Steven Grantham at (916) 653-8920.

Sincerely,



Ms. Cherilyn E. Widell  
State Historic Preservation Officer

cc: FAA Planning Section Western-PAC Region

**South Central Coastal Information Center**

*California Historical Resources Information System*

UCLA Institute of Archaeology

A163 Fowler Building

Los Angeles, California 90095-1510

(310) 825-1980 / FAX (310) 206-4723 / [sccic@ucla.edu](mailto:sccic@ucla.edu)

*Los Angeles  
Orange  
Ventura*

December 15, 1997

Ms. Kari Gialketsis  
Ventura County Department of Airports  
555 Airport Way  
Camarillo, CA 93010

RE: Environmental Assessment/Environmental Impact Report for Proposed  
Improvements at Camarillo Airport, Oxnard, California

Dear Ms. Gialketsis:

Thank you for submitting the above listed document to our office for review. Our files indicate that only a portion of the project area has been subjected to a Phase I archaeological survey and that several archaeological sites and isolated artifacts have been identified within a one-mile radius of airport boundaries. Given the presence of archaeological sites in the project vicinity and the presence of an intermittent stream along the eastern boundary of the airport, this office does not necessarily concur with your assessment that cultural resources will not be affected by proposed short-term and long-term improvements to the airport. Although the project area has been disturbed, previous disturbance does not preclude the possibility of identifying archaeological remains. This office therefore recommends that the degree of effect for cultural resources be changed from "no effect" to "unknown" and an archaeologist be retained to conduct a Phase I archaeological survey of the areas proposed for airport improvements. If no ground surface is presently visible due to paving or landscaping, a monitoring plan should be in place whereby an archaeologist is retained to monitor all ground disturbing activities.

If you have any questions concerning this review, please feel free to contact this office at 310-825-1980.

Sincerely,

  
Phyllisa Eisentraut

Coordinator



# VENTURA COUNTY SHERIFF'S DEPARTMENT

- LARRY CARPENTER  
SHERIFF
- RICHARD S. BRYCE  
UNDERSHERIFF

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

January 7, 1998

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

Attn: Kari Gialketsis, Environmental Coordinator

**RE: Environmental Assessment/Environmental Impact Report for Proposed Improvements at Camarillo Airport, Camarillo, California**

Dear Ms. Gialketsis:

The Ventura County Sheriff's Department currently leases airport property for both recruit and advanced officer training. Training is conducted on three specific sites; consisting of the Criminal Justice Training Center building, the Emergency Vehicle Operations Training area (EVOT - conducted on the east end of the runway) and the Shooting Range. The Sheriff's Department uses these sites as primary training locations. There are currently no other training facilities available for both range and driving instruction. Most of the law enforcement agencies in Ventura County, in a cooperative agreement with the County of Ventura and the Sheriff, also conduct limited training at both the Training Center and the Shooting Range.

After reviewing the proposed improvements for the Camarillo Airport, it is evident there may be a potential conflict which could impact the Sheriff's training program. I have reviewed each of the proposed alternatives (maps listed A, B, C) and believe each would negatively impact the Sheriff's training facilities. I have listed each concern by training location:

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**DEPT. OF AIRPORTS**

C-9

EAST COUNTY POLICE SERVICES  
Richard Rodriguez, Chief Deputy  
800 South Victoria Avenue  
Ventura, CA 93009

EAST COUNTY POLICE SERVICES  
Robert Brooks, Chief Deputy  
2101 East Olsen Road  
Thousand Oaks, CA 91362

DETENTION SERVICES  
Ken Kipp, Chief Deputy  
800 South Victoria Avenue  
Ventura, CA 93009

SUPPORT SERVICES  
Dante Honorico, Chief Deputy  
800 South Victoria Avenue  
Ventura, CA 93009

### Criminal Justice Training Center

It is apparent the increase of airport population may impact the available parking space for those attending classes (recruit and advanced officer training) at the Training Center. The Airport Master Plan (Section C) states there will be construction of additional parking facilities to meet anticipated demands. A review of the proposed alternatives does not detail the location of the proposed parking facilities and the accessibility to the Training Center.

### Shooting Range

A review of the proposed alternatives indicates that each proposal either eliminates or reduces the property of the range. Currently, the FAA and the Camarillo Airport management allow for the range placement in its current location to the existing runway. Each of the proposed alternatives places the proposed runway / taxiway in closer proximity to the range. This may result in FAA restrictions that will significantly prohibit the operation of the range.

### Emergency Vehicle Operations Training (EVOT)

Driver training is conducted at the east end of the runway. The proposed alternative's increase the runway protection zone and provide for airplane hangers in the immediate area. This results in a reduction to the EVOT area. The reduction of available runway may prohibit training in this area. The Sheriff's Department would be forced to relocate to another location suitable for vehicle maneuvering and high speed pursuit training.

### Additional Concerns

A review of the Camarillo Airport Master Plan Checklist (Item 26 - Law Enforcement Services) documents there will be no impact to Law Enforcement / Emergency Services. This conclusion is incorrect based on the above listed concerns. If the proposed alternatives are approved without any revisions, one can only assume there will be significant impact as to the level of training provided under the umbrella of the Criminal Justice Training Center. This action has a direct impact on not only the Sheriff's Department, it also negatively affects each law enforcement agency who participates in the training programs offered at the Training Center.

It is imperative for training / supervision purposes and time management constraints, to locate all three training sites in close proximity to each other. The current training



locations on the Airport grounds are centrally located to most law enforcement agencies who utilize the Training Center.

Each training site has recently been evaluated by the Commission on Peace Officer Standards and Training (P.O.S.T.), a State regulatory agency which is responsible for establishing standards for law enforcement training. The evaluation concluded that each training area at Camarillo Airport exceeds State requirements for law enforcement training and contributes significantly to the quality of training provided to peace officers.

### Conclusion

During the past five years the Sheriff's Department has invested a great deal of financial resources in both labor and materials costs for maintenance and improvements at the Training Center and the range. In addition, the Federal Bureau of Investigation donated approximately \$150,000 over the past two years for range safety and building improvements. Their contributions have allowed the County to offset a portion of what would normally be a county expenditure.

Our understanding with Airport Management is both the Shooting Range and EVOT will be allowed to continue at both locations for an extended period of time. It is essential for the Sheriff's Department to have a firm commitment from Airport Management as to the continued feasibility of a long term use agreement for all three areas. This commitment will ensure proper fiscal management of government funds to maintain each facility and will ensure the continuance of exceptional law enforcement training on a county wide basis. Any proposed Airport improvements should require a minimum of seven years notice to the Sheriff's Department to allow sufficient time for a relocation without interrupting this most essential training.

The Sheriff's Department welcomes the opportunity to collaborate with Airport authorities and other interested parties to determine the feasibility of an alternative proposal that meets the needs of all affected by the Airport improvements. Please contact me at your earliest convenience to schedule further discussion as to this matter.

Sincerely,

*Marty Rouse*

Marty Rouse, Captain  
Criminal Justice Training Center

RESOURCE MANAGEMENT AGENCY  
**county of ventura**

THOMAS BERG  
Agency Director

---

Monday, January 05, 1998

Kari Gialketsis  
Ventura Country, Airports  
FAX 388-4366

Subject: Camarillo AP Improvemt. Program

Dear Ms. Gialketsis:

Thank you for the opportunity to review the subject documents. These notices were circulated for review. The responses are attached. Please forward your reply to our comments as appropriate.

Please call Kim Hocking if you have questions and he will direct you to the appropriate person, 805-654-2414.

Yours truly,



Thomas Berg, Director

Reference No. 97-73.1

cc: Trigg, PWA - L#1600

Attachment

Government Center, Hall of Administration, L#1700  
800 S. Victoria Ave., Ventura, Ca. 93009 (805) 654-2661 FAX 648-9212



**PUBLIC WORKS AGENCY  
TRANSPORTATION DEPARTMENT  
Traffic and Planning & Administration**

**MEMORANDUM**

December 15, 1997

**TO:** Resource Management Agency, Planning Division  
Attention: Kim Hocking

**FROM:** Robert B. Brownie, Principal Engineer *RBB*

**SUBJECT:** Review of Document Number 97-73.1  
Draft Initial Study and Notice of Preparation  
Environmental Assessment/Environmental Impact Report  
Proposed Improvements at Camarillo Airport  
County of Ventura, Department of Airports  
Within the Unincorporated Area of **CAMARILLO**

'97 DEC 15 AM 8:35

The Transportation Department has reviewed the subject Draft Initial Study and Notice of Preparation of an Environmental Assessment/Environmental Impact Report for the proposed improvements at the Camarillo Airport as proposed by the County of Ventura Department of Airports within the unincorporated area of the City of Camarillo. We offer the following comments:

- 1) The Draft Initial Study states that "the intersections of Las Posas Road/Dailey Drive and Las Posas Road/Highway 101 SB ramps would be potentially impacted in the long-range scenario." The EIS/EIR should quantify the impact and require the applicant pay their "fair share" of the improvements to mitigate the site specific impacts this project will have on the County's Regional Road Network.
- 2) To mitigate the cumulative impacts this project would have on the County's Regional Roadway Network, this project should be required to pay the County's Traffic Impact Mitigation Fee as well as the City of Camarillo's Traffic Impact Mitigation Fee as a CEQA requirement. The EIS/EIR should provide traffic data in sufficient detail that the County and City can calculate the amount of Fee (if any) due.
- 3) Our review of this Draft Initial Study and Notice of Preparation is limited to the impacts this project may have on the County's Regional Road Network.

Please call me at extension 2080 with questions.

c: Richard Herrera, Duane Flaten, Carole Trigg

RBB/RH/DRF:sa  
97-73\_2.mem

County of Ventura  
PLANNING DIVISION  
MEMORANDUM

**DATE:** December 17, 1997  
**TO:** Kim Hocking, Environmental Document Coordinator  
**FROM:** Bruce Smith, <sup>BS</sup> Manager, General Plan Section  
**SUBJECT:** Reference No. 97-73.1 - N.O.P. Camarillo Airport Improvement

Thank you for the opportunity to review the subject N.O.P. We have the following comments regarding the Initial Study Checklist (Section B) and the Responses Section (Section C).

Section B (Checklist):

Item 2.B.:

We believe that it is appropriate to change the checkmarks from "N" (no effect) to "LS" (less than significant effect) because of the housing demand of construction workers during the implementation of the project (see comment in Section C).

Items 5.A., 5B., 11., 24.A. and 24.B.:

The checkmarks should be changed from "N" to "LS" because of the materials and energy that will be needed to build and maintain the project (see comments in Section C).

Item 8.A.:

The checkmarks should be changed from "N" to "LS" to be consistent with the existing text in Section C.

Item 13.A.:

New State maps (Preliminary Review Maps - November 1, 1997) show two newly identified "active faults" in the airport area. One fault is an east/west trace that bisects map indexes B4, C4, D4 and E4 of the Thomas Guide, page 524 (1997 ed.). The other trace is an "active" trace that runs along the southerly side of "Spanish Hills." Therefore, Initial Study's "N" checkmarks may no longer be valid.

1L29-5.97

PAOF-89A

Kim Hocking  
December 17, 1997  
Page 2

Item 13.B.:

The "N" checkmarks are inappropriate in light of the two fault traces mentioned above and the fact that all of Southern California is subject to ground shaking.

Item 15.A.:

Section B checklist does not match text. The checkmarks should be changed from "LS" to "N".

Items 16.A. and 21.G.:

The purpose of the Initial Study Assessment is to address the potential for adverse impacts by the project, therefore, the "S" (significant effect) checkmarks are inappropriate. We recommend that the checkmarks and appropriate paragraphs be amended to "N".

Item 17.:

Text does not match checklist. "LS" would be more appropriate than the "N".

Item 21.B.(1):

"LS" checkmarks seem to be more appropriate than "N" checkmarks as there will be traffic on private roads to and from the project facility sites.

Item 21.C.:

This item is addressed in the text, but not on the checklist.

Item 21.D.:

Project cannot have "N" impact on parking unless all parking is already existing.

Item 21.G.:

Should be checked "N" impact.

Item 22.A.:

There will be an impact, albeit, "LS" rather than "N" as checked.

Item 26.A.:

The checklist does not match the text. "LS" would be more appropriate than the "N" checkmarks.

Kim Hocking  
December 17, 1997  
Page 3

Section C (Responses to Checklist):

Item 1, Paragraph 5:

The County General Plan Goals, Policies and Programs document indicates that the County General Plan governs "...unincorporated area of Ventura County." Therefore, because the airport is within the City of Camarillo, only the City's General Plan applies with regard to the various goals and policies. The paragraph, therefore, should be eliminated.

Item 2.B.:

Construction jobs created by the project have a potential impact on the demand for additional housing. However, since construction is estimated to be of a short-term nature, construction worker demand on housing is regarded as not significant.

Item 2.C.:

Remove the word "significant", or change the checklist to "LS".

Item 5.A.:

The proposed project will require the consumption of aggregate resources during the construction phase. However, this project will have a less-than-significant impact on the demand for aggregate resources because there is a sufficient amount of aggregate resources to meet local demand for the next 50 years (Resources Appendix of the Ventura County General Plan).

Item 5.B.:

The proposed project will consume petroleum by-products as fuel for the equipment used during project construction phase and for transportation and other domestic purposes after project buildout. However, this project will have a less-than-significant impact on the demand for petroleum resources because petroleum is considered a worldwide, national and statewide resource which is beyond the scope of local governments to effectively manage or control.

Item 11.:

The proposed project will result in the use of fuel and energy both during the construction and post construction phases. However, the use of energy is not considered significant because solar, wind and hydraulic energy is renewable and petroleum is considered a worldwide, national and statewide resource which is beyond the scope of local governments to manage or control.

Kim Hocking  
December 17, 1997  
Page 4

Item 13.:

See comments regarding Section B above regarding new fault maps and ground shaking.

Item 24.A.:

Southern California Edison has an adequate electrical system to serve the project.

Item 24.B.:

Southern California Gas Company has adequate natural gas supplies and facilities to serve the project.

JE:nf

1L29-5.97

**VENTURA COUNTY**  
**AIR POLLUTION CONTROL DISTRICT**  
Memorandum

TO: Kim Hocking, Planning

DATE: December 30, 1997

FROM: Alicia Stratton *AS*

SUBJECT: Request for Review of Camarillo Airport Improvement Program, Ventura County Airports (Reference No. 97-73.1)

APCD staff has reviewed the request for comments for the Environmental Assessment/Environmental Impact Report to review potential environmental impacts associated with both the short-term (first five years) and long-term (20) years improvement program at Camarillo Airport. District staff recommends that the air quality section of the draft EIR/EA be prepared in accordance with Ventura County's *Guidelines for the Preparation of Air Quality Impact Analyses*. Specifically, the air quality assessment should consider reactive organic compound and nitrogen oxide emissions from all project-related motor vehicles and construction equipment. Additionally, the air quality assessment should consider potential impacts from fugitive dust, including PM10, that will be generated by construction activities.

A discussion on toxic air pollutants should also be included in the air quality section of the draft EIR/EA. Existing commercial and industrial projects that emit potential toxics in the development area should be identified. The potential for any toxic or hazardous material to become airborne should be assessed, and the routes of exposure by which the affected population can be exposed to the toxic or hazardous substances should be identified.

A carbon monoxide (CO) screening analysis should be conducted for roadway intersections that are currently operating,, or expected to operate, at Levels of Service D, E, or F, or at any project-related roadway intersection that there may be a CO hotspot. If a potential hotspot is identified, the Ventura County *Guidelines for the Preparation of Air Quality Impact Analyses* suggest that a complete CALINE3 or CALINE4 analysis be conducted for that intersection.

If air quality impacts are above the 25 pound per day threshold, appropriate mitigation measures should be included in the EIR/EIS and discussed in the air quality section. If a contribution to an off-site Transportation Demand Management fund is used, the contributions should not be used for traffic engineering projects, including signal synchronization, intersection improvements, and channelization, as the benefits from these projects are primarily traffic-related and not air quality-related. Potential programs to utilize off-site contributions should also be discussed in the EIR/EA.

If you have any questions, please call me at 645-1426.



January 6, 1998

Ms. Kari Gialketsis  
Ventura County Dept. of Airports  
555 Airport Way  
Camarillo, CA 93010

Subject: Comments on Proposed Improvement Program at Camarillo Airport

Dear Ms. Gialketsis:

On behalf of the Ventura County Superintendent of Schools Office, I would like to thank you for the opportunity to comment upon the environmental assessment/environmental impact report for proposed improvements at Camarillo Airport. As an educational agency affected under the proposed Project, please be advised that, if all impacts can be successfully mitigated, our overall position is one of non-opposition to this effort. However, all public or private sector development, whether residential, commercial, or otherwise, within the boundaries of school districts and the County Superintendent of Schools Office has the potential for negative impact upon the schools serving or adjacent to the development area. As a result, it is appropriate to comment upon and express pertinent concerns regarding the Project in relation to our operations.

As illustrated in the Project Description and attached Initial Study Checklist, a major and overriding concern is that noise and air quality levels have the potential for significant impact as a result of the proposed project. This is important because of the proximity of our facilities located at the Camarillo Airport. In addition to our Conference and Educational Services Centers, we operate the Gateway Community School for expelled and probationary students, the Phoenix School for emotionally disturbed students, and a large scale Regional Occupational Program which takes place during both daytime and evening hours. Not only would the students and staff members who work at or visit these facilities have the potential to be impacted by increased noise and negative air quality generated by the Project, we are also concerned that the projected increase in vehicle trips to the expanded airport facility would result in an increased safety hazard for those present.

Please be advised that the issue of water and sewer service capacities is also of great importance to our on-site programs. Should the proposed expansion result in a need for additional infrastructure in this area, it will be necessary for the developing agency to absorb any and all costs. There should be no out-of-pocket expense to other agencies currently participating in the Camarillo Utility Enterprise for this work.

**RECEIVED**

JAN 08 1998

*Commitment to Quality Education for All* DEPT. OF AIRPORTS

In addition, although the proposed airport master plan is a non-residential use, the proposed improvements to the existing airfield and support facilities have some potential for the generation of new jobs and attendant housing requirements which has been shown to correlate to the generation of additional students within the area. Although this does not constitute a major impact upon the affected agencies, this issue should be given some consideration on behalf of the Pleasant Valley School District (grades K-8) and the Oxnard Union High School District (grades 9-12).

Once again, thank you for this opportunity to comment upon the proposed Project. We feel it is extremely important to consider all aspects of this undertaking as they apply to the health and welfare of the children of Ventura County. To this end, we would greatly appreciate additional information regarding the mitigation of water, sewer, noise, air quality and traffic impacts as these studies are completed.

If you have any questions or need additional information, please feel free to contact my office at (805) 383-1905.

Sincerely,



Stan Mantoath  
Assistant Superintendent  
Business and Personnel Services

SCM:jea

cc: Charles Weis, Ph.D., County Supt. of Schools  
Sandra Shackelford, Asst. Supt., Educational Services  
Jim Compton, Dir., Secondary & Alternative/Career Educ. Programs  
Dr. Richard Canady, OUHSD  
Dr. Howard Hamilton, PVSD



**COUNTY OF VENTURA  
PUBLIC WORKS AGENCY**

**WATER RESOURCES AND ENGINEERING DEPARTMENT  
DEVELOPMENT & INSPECTION SERVICES DIVISION  
800 South Victoria Avenue, Ventura, California 93009  
(805) 654-2030**

County of Ventura  
Department of Airports  
555 Airport Way  
Camarillo, California 93010

Attention: Kari Gialketsis

Subject: Environmental Assessment / Environmental Impact Report (EA / EIR) for Proposed Improvements at Camarillo Airport, Camarillo, California.

Dear Kari:

Development Services and Engineering Department has reviewed the EA / EIR for the proposed improvements at Camarillo Airport. New data recently released by the State of California, Division of Mines and Geology, Preliminary review Map, dated November 1, 1997, indicates that an active fault extends to the eastern boundary of the project. The fault is oriented roughly east-west and would project through the Camarillo Airport. The Alquist Priolo Act would control the location of habitable structures. A copy of a portion of the map is included for your review. The EIR should also address the potential for fault rupture at the site, as well as, other seismic hazards including liquefaction, lateral spreading, and seismic settlement.

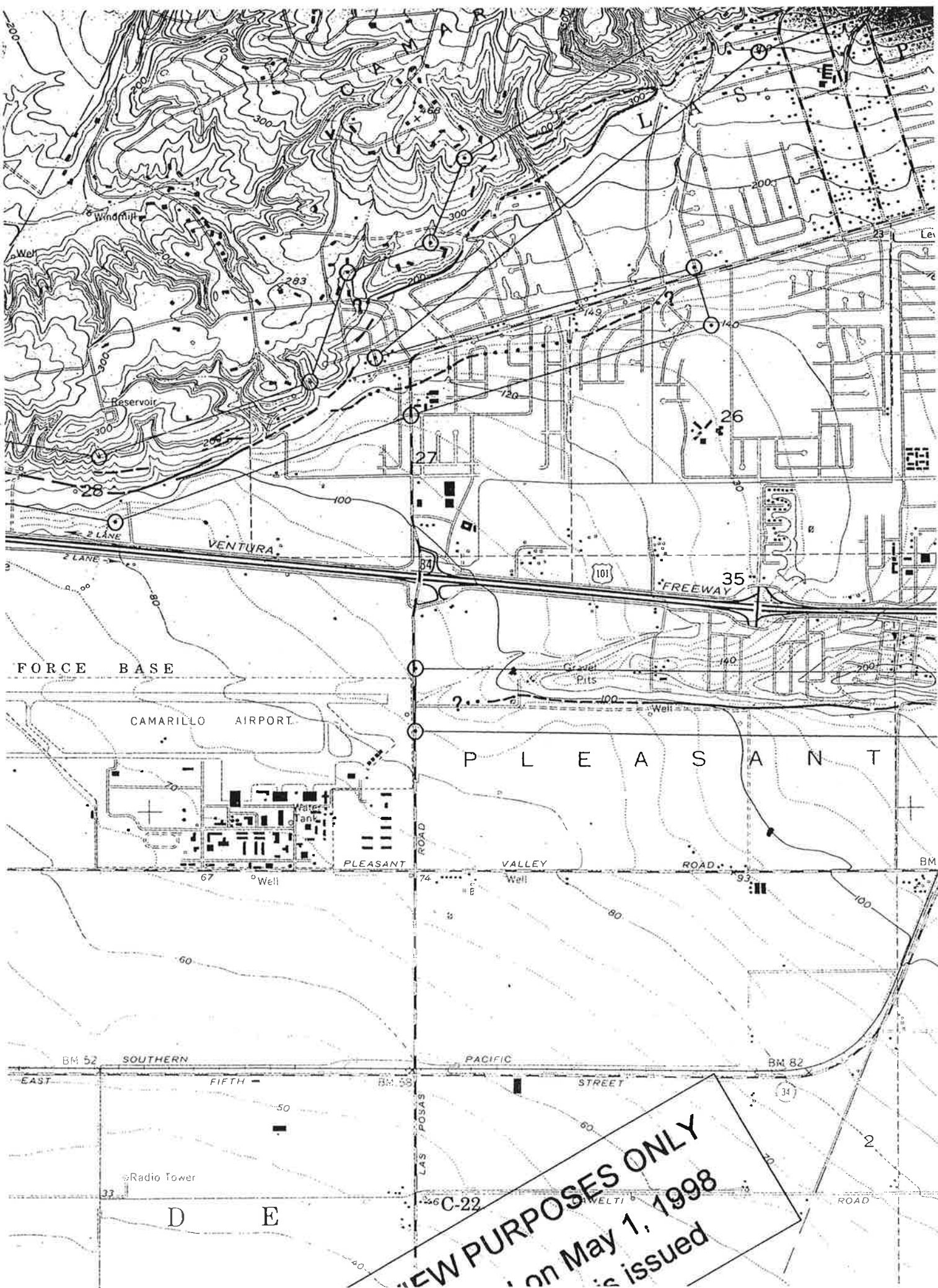
The maps are available for review at our office and should you have questions, please contact Jim O'Tousa or myself at 805 654-2030.

Sincerely,

  
Al Echarren  
*Dec. 10, 97*

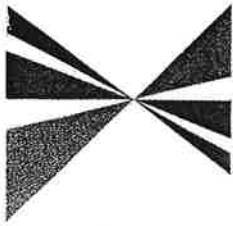
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**NEW PURPOSES ONLY**  
on May 1, 1998  
is issued

SOUTHERN CALIFORNIA



ASSOCIATION of GOVERNMENTS

December 31, 1997

Ms. Kari Gialketsis  
Environmental Coordinator  
County of Ventura  
Department of Airports  
555 Airport Way  
Camarillo, CA 93010

RE: Comments on the Notice of Preparation of an Environmental Assessment/Environmental Impact Report for Proposed Improvements at Camarillo Airport, Camarillo, California - SCAG No. I9700637

Main Office

318 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Dear Ms. Gialketsis:

Thank you for submitting the Notice of Preparation of an Environmental Assessment/Environmental Impact Report for Proposed Improvements at Camarillo Airport, Camarillo, California to SCAG for review and comment. As areawide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies in reviewing projects and plans for consistency with regional plans.

In addition, The California Environmental Quality Act requires that EIRs discuss any inconsistencies between the proposed project and the applicable general plans and regional plans (Section 15125 [b]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided.

Policies of SCAG's Regional Comprehensive Plan and Guide which may be applicable to your project are outlined in the attachment.

Please provide a minimum of 45 days for SCAG to review the DEIR/DEIS if and when this document is available. If you have any questions regarding the attached comments, please contact Bill Boyd at (213) 236-1960.

Sincerely,

J. DAVID STEIN  
Manager, Performance Assessment and Implementation

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DEPT OF AIRPORTS

President: Supervisor Judy Mikels, County • First Vice President: Mayor, Bob City of Monrovia • Second Vice President: Yvonne Brathwaite Burke, Los Angeles • Immediate Past President: Mayor Dick Palm Desert  
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Orange: William Steiner, Orange • Steve Apodaca, San Clemente • Ron Bates, nitos • Art Brown, Buena Park • Jan Debay, Beach • Richard Dixon, Lake Forest • e Hatakeyama, La Palma • Bev Perry, Brea  
Riverside: James Venable, Riverside • Dick Kelly, Palm Desert • Ron Loweridge, e • Andrea Puga, Corona • Ron Roberts, la  
San Bernardino: Larry Walker, San lino County • Bill Alexander, Rancho nga • Jim Bagley, Twentynine Palms • Bennett, Colton • David Ehleman, Fontana e Miller, San Bernardino • Gwenn Norton- hino Hills  
Ventura: Judy Mikels, Ventura County • Fox, Thousand Oaks • John Melton, Santa onni Young, Port Hueneme

**COMMENTS ON THE NOTICE OF PREPARATION OF A  
ENVIRONMENTAL ASSESSMENT/  
ENVIRONMENTAL IMPACT REPORT  
FOR PROPOSED IMPROVEMENTS AT CAMARILLO AIRPORT**

PROJECT DESCRIPTION

The Project involves the review of potential environmental impacts associated with both short-term (first five years) and long-term (20 years) improvement program at Camarillo Airport. The general aviation airport is situated in the City of Camarillo about three miles southwest of the Camarillo Central Business District. Access to the airport is from Pleasant Valley Road. Improvements will be made to the following systems: runway/taxiway improvements, improvements to navigational aids, additional conventional, executive and T-hangers, terminal improvements and helicopter facilities.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The Growth Management Chapter (GMC) of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the Draft EIS/EIR for the Camarillo Airport Improvements.

- *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*
- *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

The Regional Mobility Element (RME) also has policies pertinent to this proposed project<sup>1</sup>. This chapter links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies of this chapter are the following:

Transportation Demand Management Policies

- *Promote Transportation Demand Management (TDM) programs along with transit and ridesharing facilities as a viable and desirable part of the overall mobility program while recognizing the particular needs of individual subregions.*

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<sup>1</sup> See Endnote.

- *Support the extension of TDM program implementation to non-commute trips for public and private sector activities.*
- *Support the coordination of land use and transportation decisions with land use and transportation capacity, taking into account the potential for demand management strategies to mitigate travel demand if provided for as a part of the entire package.*
- *Support the use of market incentives as a mechanism to affect and modify behavior toward the use of alternative modes for both commute and non-commute travel.*

Regional Transit Program Policies

- *Public transportation programs should be considered an essential public service because of their social, economic, and environmental benefits.*
- *Implementation of new transit service or improvements in existing and expanded transit should be supportive of the Centers-Based Transit Network (cbtn) concept.*
- *Specific service types, levels and configuration should be determined by the local transit providers, transit users, local jurisdictions, and applicable county transportation commissions.*
  - a ○ *Public transit services shall be designed to provide the maximum availability at times convenient for use.*
  - b ○ *Public transit services shall be designed to be available for use without impediments.*
  - c ○ *Public transit services should be designed to provide maximum user utility.*
  - d ○ *New and expansion transit programs which are designed to meet the objectives of Transportation Control Measures contained in the AQMP shall receive priority for funding.*
  - e ○ *Local funding resources for transit should be used to leverage all available federal funding sources as applicable.*
  - f ○ *All existing and new public transportation services, facilities, and/or systems shall be fully accessible to persons with disabilities as defined, mandated, and required under the applicable Titles and Sections of the Americans With Disabilities Act, 1990 and the Rehabilitation Act, 1974.*

- g ○ *All existing and new public transit services shall be provided in a manner which does not preclude use on the basis of race, color, and/or national origin as defined, mandated and required under Title 6 of the Civil Rights Act, 1964.*
- h ○ *All existing and new public transit services, facilities, and/or systems shall evaluate the potential for private sector participation through the use of competitive procurement based on Fully Allocated Costing methodologies.*

#### Transportation System Management

- *Expanded transportation system management by local jurisdictions will be encouraged.*
- *New transportation infrastructure will incorporate advanced system technologies, where appropriate.*
- *TSM activities throughout the region shall be coordinated among jurisdictions.*
- *Methods to improve safety and reduce incidents on the regional transportation system will be considered.*

#### Non-Motorized Transportation

- *The development of the regional transportation system should include a non-motorized transportation system that provides an effective alternative to auto travel for appropriate trips. The planning and development of transportation projects and systems should incorporate the following, as appropriate:*
  - a ○ *Provision of safe, convenient, and continuous bicycle and pedestrian infrastructure to and throughout areas with existing and potential demand such as activity areas, schools, recreational areas (including those areas served by trails), which will ultimately offer the same or better accessibility provided to the motorized vehicle.*
  - b ○ *Accessibility to and on transit (bus terminals, rail stations, Park-And-Ride lots), where there is demand and where transit boarding time will not be significantly delayed.*
  - c ○ *Maintenance of safe, convenient, and continuous non-motorized travel during and after the construction of transportation and general development projects. Existing*



*bikeways and pedestrian walkways should not be removed without mitigation that is as effective as the original facility.*

- *Entities and programs that currently support the auto should be encouraged to provide the same types of services for non-motorized transportation, including education, promotion, and enforcement.*
- *Urban form, land use and site-design policies should include requirements for safe and convenient non-motorized transportation, including the development of bicycle and pedestrian-friendly environments near transit.*

#### Goods Movement

- *Growth in the demand for goods movement will be accommodated through the provision of adequate multi-modal and intermodal infrastructure that is consistent with overall regional goals, objectives and policies.*
- *Pricing strategies will be considered as one of the strategies to reduce peak-period congestion.*
- *The feasibility of air cargo transport at all major air carrier airports in the region will be considered as a means to address growth in cargo volumes.*
- *Demand for increased goods movement will be given consideration in corridors where system connectivity and gap closure projects are being planned.*
- *The ports and major air carrier airports in the SCAG region are regionally significant and important trade links with the remainder of the world and shall be supported as a major foundation of the regional economy.*
- *Arterial truck access routes will be coordinated for the purpose of improving system connectivity, eliminating circuitous routings, and reducing delays.*
- *The potential for adverse impacts to mode shares, diversion of business to other ports and loss of cost-competitiveness in goods movement to, from, and through the SCAG region will be considered in the development and implementation of local and regional plans.*
- *Planning to accommodate multi-modal and inter-modal goods movement shall be an integral part of the land use and circulation elements of local government general plans and specific plans.*
- *Local governments shall consider requiring off-street dock facilities for all new buildings and for existing buildings that are approved for extensive renovation; the facilities should be sufficient to accommodate the shipping*

*and receiving needs of such buildings.*

- *In order to assist in the identification of potential bottlenecks that could occur downstream of cargo flows, the identification of potential intermodal routes that cross or connect to provide future transfer facility nodes (highway, rail, harbor or airports) shall be encouraged.*

#### Commercial Airport Capacity

- *Support the more efficient use of commercial airport facilities to serve growing air passenger demand in the region. Airport-generated noise, air quality and ground access impacts resulting from increasing air service should be mitigated.*
- *Each subregion should provide environmentally acceptable capacity within its own market area to meet local, short-haul air passenger demand due to shorter access time of short-haul passengers. Subregion in this context refers to county-sized subregional market areas.*
- *For those military airbases which are, or will be, closed by the Department of Defense, support conversion to commercial air service if such bases have been determined to have technical and market potential for use as commercial airports. This policy most strongly applies to those subregions which cannot otherwise provide sufficient, environmentally acceptable capacity to meet their own local, short-haul air passenger demand.*
- *Examine the feasibility of commercial air passenger service at remaining active duty air bases if invited to do so by the military.*
- *Support outlying airports, such as Palm Springs, George AFB and Palmdale to serve their own market area. Also, examine high-speed access systems to attract passengers from the metropolitan areas of the Los Angeles basin.*
- *Support continued examination of new technologies and their potential impact on the aviation system, and its inter-modal connection to the rest of the Metropolitan Transportation System (MTS). This would include locational opportunities for tiltrotor service, and possible applications of high-speed rail. It would also include development of a multi-modal transportation demand model for various ground modes to assess their ability to attract air passengers.*
- *Policy constraints on existing air carrier airports should be defined in terms on environmental impacts and should remain in place, except where relevant noise, air quality, and ground access impacts are mitigated<sup>2</sup>. Airports*

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<sup>2</sup> Significant impacts other than noise, air quality, and ground access that might occur over and beyond existing policy constraints should also be mitigated.

*proprietors and/or the Regional Airport Authority are encouraged to reassess constraints to determine if additional service can be provided, but in no case should constraints be lifted until negative impacts are mitigated.*

#### Commercial Airport Ground Access

- *In accordance with State law (SB 2487), SCAG will conduct multi-modal and inter-modal ground access studies to the region's commercial airports for each update of the Regional Transportation Plan.*
- *Traffic impacts generated by significant new off-airport development should be mitigated if they worsen ground access to a commercial airport and reduce that airport's operational capacity. This especially applies to those areas where the commercial airport is host to nationwide and international air service. This type of mitigation should be a condition of project approval.*
- *Traffic impacts generated by non-aviation development on airports should be mitigated through prudent planning. Such development is encouraged for revenue purposes, but only if it utilizes excess capacity not needed for aviation purposes.*
- *SCAG, in cooperation with appropriate transportation agencies, should ensure that airport-related ground access projects are placed in the Regional Transportation Improvement Program (RTIP). It is important to include airport planning staff in the identification of airport-related projects, especially those which link directly to the airport roadway system.*
- *Support development of a multi-modal transportation demand model which integrates various ground transportation modes.*

#### Commercial Airport Air Cargo

- *Support development of a comprehensive strategy to find additional air cargo handling capacity in the region, to reduce projected shortfalls in that capacity. A regional strategy should locate potential additional capacity as close to where cargo is produced as possible, and should evaluate the feasibility and relative effectiveness of new airports, conversion of military airports to commercial uses, and increasing cargo handling efficiencies at existing airports.*
- *Ground freight routes should be planned that minimize impacts upon residential neighborhood and heavy commuter routes.*
- *The conversion of Norton Air Force Base to civilian/commercial use is a most promising alternative for adding substantial new cargo handling capacity to the regional airport system.*
- *For those military airbases which are, or will be closed by the Department of Defense, support conversion to commercial air service, including air cargo, if*

*such bases have been determined to have a high technical and market potential for use as commercial air passenger and air cargo service airports. This policy most strongly applies to those subregions which cannot otherwise provide sufficient, environmentally acceptable capacity to meet their own local air cargo shipment demand.*

- *Examine feasibility of commercial air cargo service at remaining active duty air bases if invited to do so by the military.*
- *Long-term trends in the regional economic profile of Southern California, their relationship to the world economy, and their implications for air cargo forecasts and handling capacity shortfalls, should be explored in an aviation strategic plan for the SCAG region.*

#### GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

- *Encourage local jurisdictions' efforts to achieve a balance between the types of jobs they seek to attract and housing prices.*
- *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*
- *Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.*

#### GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

- *Support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing rich*

*subregions.*

- *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*
- *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*
- *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
- *Support local jurisdictions strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.*
- *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*
- *Support and encourage settlement patterns which contain a range of urban densities.*
- *Encourage planned development in locations least likely to cause environmental impact.*
- *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*
- *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
- *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*
- *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

The Growth Management Goal to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

- *Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.*

#### AIR QUALITY CHAPTER CORE ACTIONS

The Air Quality Chapter core actions related to the proposed project include:

- *Determine specific programs and associated actions needed (e.g., indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.*
- *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

#### WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The Water Quality Chapter core recommendations and policy options relate to the two water quality goals: to restore and maintain the chemical, physical and biological integrity of the nation's water; and, to achieve and maintain water quality objectives that are necessary to protect all beneficial uses of all waters.

- *Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.*
- *Coordinate watershed management planning at the subregional level by (1) providing consistent regional data; (2) serving as a liaison between affected local, state, and federal watershed management agencies; and (3) ensuring that watershed planning is consistent with other planning objectives (e.g., transportation, air quality, water supply).*
- *Support regional efforts to identify and cooperatively plan for wetlands to facilitate both sustaining the amount and quality of wetlands in the region and expediting the process for obtaining wetlands permits.*

December 31, 1997  
Ms. Kari Gialketsis  
Page 11

- *Clean up the contamination in the region's major groundwater aquifers since its water supply is critical to the long-term economic and environmental health of the region. The financing of such clean-ups should leverage state and federal resources and minimize significant impacts on the local economy.*
  
- *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

### CONCLUSIONS

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

---  
**ENDNOTE**

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

*Roles and Authorities*

SCAG is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG's mandated roles and responsibilities include the following:

SCAG is designated by the federal government as the Region's *Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. §134(g)-(h), 49 U.S.C. §1607(f)-(g) et seq., 23 C.F.R. §450, and 49 C.F.R. §613. SCAG is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080.

SCAG is responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). SCAG is also designated under 42 U.S.C. §7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.

SCAG is responsible under the Federal Clean Air Act for determining *Conformity* of Projects, Plans and Programs to the Air Plan, pursuant to 42 U.S.C. §7506.

Pursuant to California Government Code Section 65089.2, SCAG is responsible for *reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. SCAG must also evaluate the consistency and compatibility of such programs within the region.

SCAG is the authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).

SCAG reviews, pursuant to Public Resources Code Sections 21083 and 21087, *Environmental Impact Reports* of projects of regional significance for consistency with regional plans [California Environmental Quality Act Guidelines Sections 15206 and 15125(b)].

Pursuant to 33 U.S.C. §1288(a)(2) (Section 208 of the Federal Water Pollution Control Act), SCAG is the authorized *Areawide Waste Treatment Management Planning Agency*.

SCAG is responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).

SCAG is responsible (with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.





# City Of Camarillo

601 Carmen Drive • P.O. Box 248 • Camarillo, CA 93011-0248

Department of Planning and  
Community Development  
(805) 388-5360  
Fax (805) 388-5388

January 9, 1998

Via Facsimile: (805) 388-4366

Kari Gialketsis, Environmental Coordinator  
Ventura County Department of Airports  
555 Airport Way  
Camarillo, CA 93010

**Subject: Environmental Assessment--Camarillo Airport Master Plan**

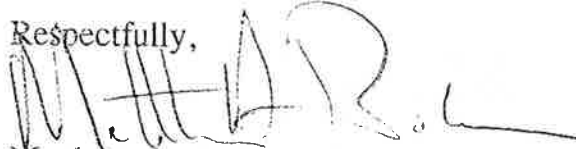
In reviewing the proposed plan for Camarillo Airport, there are several areas which we feel need to be assessed and fully evaluated to determine the actual environmental impact.

The first is the development of the parallel runway and whether or not that would be considered growth-inducing. If it is determined to be growth-inducing, certainly the air quality impacts and impacts associated with additional vehicular traffic generation should be evaluated. It is our feeling that these are considered major issues and would require a detailed review.

Other issues associated with the plan include the noise analysis currently in process. There are other issues that have been already raised, by the Camarillo Sanitary District regarding adequate public facilities available to service the airport which have been forwarded under separate cover. We would appreciate being involved in the review process in reviewing the final document.

If you have any questions or if clarification is needed, please feel free to contact me at your convenience.

Respectfully,

  
Matthew A. Boden, Director  
Planning and Community Development

MAB:s (f:\deptemp\airport.ltr)

C-35

RECEIVED  
JAN 13 1998  
OFFICE OF AIRPORTS



# *Camarillo Sanitary District*

150 Howard Rd. • P.O. Box 37 • Camarillo, CA 93011-0037

Office of the  
Assistant District Manager  
(805) 388-5380

January 9, 1998

Kari Gialketsis, Environmental Coordinator  
Ventura County Department of Airports  
555 Airport Way  
Camarillo, CA 93010

Dear Ms. Gialketsis:

This letter is in response to your correspondence of November 26, 1997 to Mr. Dan Greeley. In your letter, you solicited written comments as input to an environmental assessment of proposed improvements at the Camarillo airport. My comments should be considered supplemental to whatever comments are received from other departments of the City of Camarillo government.

Sewage from the Camarillo airport is discharged to the Camarillo Sanitary District (City of Camarillo) sewerage system, for eventual treatment at the district's wastewater treatment facility. Quality of the discharge from the airport is regulated under an industrial pre-treatment permit. The airport is regularly in violation of that permit, due primarily to infiltration of groundwater into the airport's sewers during periods when water tables are higher than sewer depth. A secondary cause may be that the primary water supply at the airport contains high concentrations of certain dissolved compounds which are regulated under the pre-treatment permit.

There have been attempts in the past to correct this problem by repairing the worst sections of the airport sewers, but the violations continue. The Ventura County Public Works Agency and the district are currently negotiating a plan by which most or all of the airport sewers and lateral connections would eventually be replaced or slip-lined to eliminate infiltration of groundwater.

My concern is that until full replacement or rehabilitation of airport sewers is accomplished, an increase in operations at the airport will only worsen the current situation. I urge you to include this issue in the environmental assessment to be prepared by the Department of Airports.

Sincerely,

Robert G. Westdyke  
Assistant District Manager

C-36

RECEIVED  
JAN 12 1998  
DEPT. OF AIRPORTS



600 Temple Avenue, Camarillo, CA 93010-4835, Phone (805)482-2763

Kari Gialketsis, Environmental Coordinator  
County of Ventura, Department of Airports  
555 Airport Way  
Camarillo, CA 93010

Dear Ms. Gialketsis:

Thank you for the opportunity to respond to the Environmental Assessment/Environmental Impact Report associated with the projected short and long term improvements of the Camarillo Airport.

The Pleasant Valley School District services approximately 7,200 students in and around the Camarillo Airport. The airport itself is within the boundaries of the district, although we do not service students at the airport (other than through special placement in the county programs housed there) nor do we own property there. We do, however, have the potential for servicing students of employees of the airport who live in our attendance boundaries, or who have applied for attendance here through an inter-district transfer to accommodate parents who may be employed at the airport.

Our main issues of environmental sensitivity are as follows:

1. **Safety:** While there is not a school directly under the flight zone, the potential for aviation accidents is always there depending upon aircraft flight patterns over the community. We would simply urge you to make every effort to keep the flight path as far removed from schools as possible;
2. **Noise:** Once again, this is an issue of proximity of aircraft to the schools. We request that every consideration be given to keeping flights as far from schools as possible to mitigate any noise that might be disruptive to the learning environment.
3. **Growth impacts:** Any expansion of the airport will undoubtedly mean an increase in workers and potentially workers with children to be educated. This increase does not appear to be significant, but please be advised that we do require developer fees to be paid the district for either commercial/industrial or residential development. These fees are based on state statute and assist in defraying facility impacts owing to increased student load.

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C-37

DEPT. OF AIRPORTS

An equal opportunity school district

In summary, the Pleasant Valley School District projects that this project will have minimal impact on the district the way your design options read. We, therefore, do not oppose the project provided the above listed areas are factored into your final plans for impact mitigation.

Sincerely,

A handwritten signature in cursive script, appearing to read "Howard M. Hamilton", with a long horizontal flourish extending to the right.

Howard M. Hamilton, Ph.D.  
Associate Superintendent

OXNARD UNION HIGH SCHOOL DISTRICT

BUSINESS DIVISION

309 South K Street  
Oxnard, California  
(805) 385-2562

Louis J. Cunningham  
Director – Facilities & Safety

January 12, 1998

Ms. Kari Gialketsis  
Ventura County Department of Airports  
555 Airport Way  
Camarillo, CA 93010

RE: Comments on Proposed Improvement Program at Camarillo Airport

Dear Ms. Gialketsis:

On behalf of the Oxnard Union High School District, I would like to thank you for the opportunity to comment upon the environmental assessment/environmental impact report for proposed improvements at Camarillo Airport. As an educational agency affected under the proposed Project, please be advised that, if all impacts can be successfully mitigated, our overall position is one of non-opposition to this effort. However, all public or private sector development, whether residential, commercial or otherwise, within the boundaries of school districts and the Oxnard Union High School District has the potential for negative impact upon the schools serving or adjacent to the development area. As a result, it is appropriate to comment upon and express pertinent concerns regarding the Project in relation to our operations.

As illustrated in the Project Description and attached Initial Study Checklist, a major and overriding concern is that noise and air quality levels have the potential for significant impact as a result of the proposed project. This is important because of the proximity of our facilities located at the Camarillo Airport. We operate the Frontier High School, serving 9-12 grades and our Adult Facilities, which takes place during both daytime and evening hours. Not only would the students and staff members who work at or visit these facilities have the potential to be impacted by increased noise and negative air quality generated by the Project, we are also concerned that the projected increase in vehicle trips to the expanded airport facility would result in an increased safety hazard for those present.

Please be advised that the issue of water and sewer service capacities is also of great importance to our on-site programs. Should the proposed expansion result in a need for additional infrastructure in this area, it will be necessary for the developing agency to absorb any and all costs. There should be no out-of-pocket expense to other agencies currently participating in the Camarillo Utility Enterprise for this work.

In addition, although the proposed airport master plan is a non-residential use, the proposed improvements to the existing airfield and support facilities have some potential for the generation of new jobs and attendant housing requirements which has been shown to correlate to the generation of additional students within the area. Although this does not constitute a major impact upon the affected agencies, this issue should be given some consideration on behalf of both the Pleasant Valley School District (grades K-8) and the Oxnard Union High School District (grades 9-12).

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Ms. Kari Gialketsis  
Ventura County Department of Airports

January 12, 1998  
Page 2

Once again, thank you for this opportunity to comment upon the proposed Project. We feel it is extremely important to consider all aspects of this undertaking as they apply to the health and welfare of the students of the Oxnard Union High School District. To this end, we would greatly appreciate additional information regarding the mitigation of water, sewer, noise, air quality and traffic impacts as these studies are completed.

If you have any questions or need additional information, please feel free to contact my office at (805) 385-2562.

Sincerely,



Louis J. Cunningham  
Director – Facilities & Safety

LJC:bb

cc Charles Weis, PH.D., County Supt. of Schools  
Sandra Shackelford, Asst. Supt., Education Services  
Dr. Howard Hamilton, PVSD  
Richard W. Canady, OUHSD



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

Western-Pacific Region  
Airports Division

RECEIVED  
DEC 10 1996

DEPT. OF TRANSPORTATION  
P. O. Box 92007  
Worldway Postal Center  
Los Angeles, CA 90009

December 9, 1996

Ms. Kari Gialketsis  
Environmental Coordinator  
Ventura County Department of Airports  
555 Airport Way  
Camarillo, California 93010

Dear Ms. Gialketsis:

**Review of Initial Study  
Camarillo Airport Master Plan, Camarillo, CA**

In response to your memorandum of November 26, 1996 the following impact categories are recommended for further study in your Environmental Impact Report (EIR):

a. Noise - The Airport Noise Control and Land Use Compatibility Study (ANCLUC) was conducted in 1984 with a 15-year planning period. Due to the age of this report, and the continued growth around the airport, it is recommended that an updated noise analyses be conducted.

b. Air Quality - The last air quality assessment conducted for the Camarillo Airport was in 1987. This too is outdated and should be updated to reflect current conditions.

Your application for Federal assistance to conduct a FAR Part 150 Noise Compatibility Program has been received by this office. At such time Federal funds become available, this study would provide excellent data for the noise impact category of your EIR.

If you have any questions regarding these comments please call our office and speak with Mr. Charles B. Lieber, Airport Planner, at (310) 723-0686.

Sincerely,

Mickeal R. Agaibi  
Supervisor, Planning Section





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JAN 17 1997

# City Of Camarillo

601 Carmen Drive • P.O. Box 248 • Camarillo, CA 93011-0248

Department of Planning and  
Community Development  
(805) 388-5360  
Fax (805) 388-5318

January 17, 1997

Rodney L. Murphy  
Director of Airports  
County of Ventura  
555 Airport Way  
Camarillo, CA 93010

Dear Mr. Murphy:

**Subject: Comments on Preparation of Environmental Impact Report, Camarillo Airport Master Plan**

Thank you for the opportunity to review the notice of preparation for the environmental impact report for the Camarillo Airport. The following issues need to be included:

Air Quality. This issue needs to be addressed to ensure the project is consistent with the current standards established by the County of Ventura based upon the existing and projected growth as indicated under the master plan.

Storm Water. Storm water and NPDES programs and measures need to be considered to ensure that appropriate programs are in place.

Utilities. Review the adequacy of utilities and the existing system to ensure that adequate water and waste are properly addressed and handled without creating a burden to abutting properties or agencies.

Growth Inducement. The expansion of the capacity and number of hangers should be examined to determine whether or not growth would be created in the area.

Noise. Noise is of paramount concern not only from a single event but the continual use of the airport in regard to the abutting properties within the city. Therefore, all aspects of noise generated by the airport should be examined and alternative approach patterns reviewed in regard to the noise implications associated with each.



Rodney L. Murphy

January 17, 1997

Page 2

In regard to the overall master plan and development program, the airport should assess the traffic implications and provide appropriate participation measures to cover their costs and share of the infrastructure necessary to provide for that traffic. This should not only include the airport related activities but the industrial related activities also proposed under the master plan.

If you have any questions or if clarification is needed, please feel free to contact me at your convenience.

Respectfully,

A handwritten signature in black ink, appearing to read 'Matthew A. Boden', with a long horizontal flourish extending to the right.

Matthew A. Boden, Director  
Planning and Community Development

MAB:dw/wrkfile.murphy.j17

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MAR 27 1997

DEPT. OF AIRPORTS  
VENTURA COUNTY  
AIR POLLUTION CONTROL DISTRICT  
Memorandum

TO: Kari Gialketsis, Department of Airports                      DATE: March 25, 1997

FROM: Alicia Stratton AS

SUBJECT: Request for Review of Initial Study for Camarillo Airport Master Plan

APCD staff has reviewed the initial study for the Camarillo Airport Master Plan. The Master Plan proposes expansion based on growth projections and projected demand for approximately 20 years. It involves an increase in aircraft activity and construction of 42 new conventional hangars, 137 T-hangars and 77 executive hangars, a new general aviation terminal and various improvements and additions. Based on the project description, this project may have an impact on regional air quality. Therefore, District staff recommends that potential air quality impacts be analyzed in an environmental impact report. The environmental impact report should be prepared in accordance with Ventura County's *Guidelines for the Preparation of Air Quality Impact Analyses*. Specifically, the air quality assessment should consider reactive organic compound and nitrogen oxide emissions from the increase in vehicle and airplane traffic and construction equipment related to the new aircraft hangars. Additionally, the air quality assessment should consider potential impacts from fugitive dust, including PM-10, that will be generated by construction activities.

A carbon monoxide (CO) screening analysis should be conducted for any project-impacted roadway intersection that is currently operating at, or those that are expected to operate at, Levels of Service D, E, or F, or at any project-impacted roadway intersection that may be a CO hotspot. If a potential hotspot is identified, the District recommends that a complete CALINE3 or CALINE4 CO analysis be conducted for that intersection.

A discussion on toxic air pollutants should be included in the air quality assessment. This discussion should evaluate the proposed expansion in relation to existing commercial and industrial projects that emit potential toxics in the airport area. The potential for any toxic or hazardous materials to become airborne should also be addressed, and whether or not the threat from any airborne toxic substance is acute or chronic. Routes of exposure or pathways by which an affected population can be exposed to the toxic or hazardous substances be identified.

K. Gialketsis  
March 25, 1997  
Page 2

This project appears to be subject to the requirements of the federal General Conformity regulation. Conformity is defined in the Clean Air Act as conformity to an air quality implementation plan's purpose of eliminating or reducing the severity and number of violations of the national ambient air quality standards, exacerbate existing violations, or interfere with timely attainment or required interim emission reductions towards attainment.

Section 176(c) of the Clean Air Act requires the EPA to develop criteria and procedures for determining the conformity of transportation and nontransportation (general) projects that require federal agency approval or funding with the applicable air quality plan. EPA promulgated its transportation conformity regulation on November 24, 1993 and its general conformity regulation on November 30, 1993.

The air quality assessment should include a summary of the federal general conformity rule, which actions(s) related to the project may require a conformity analysis to be performed, and which agencies will likely be involved with the conformity determination(s). Attached is a section excerpted from the preamble to the actual regulation that will provide guidance in how to interpret the regulation. You may request a copy of the complete regulation from the EPA.

If you have any questions, please call me at 645-1426.

---

Tuesday  
November 30, 1993

**Environmental Protection Agency**

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**Part II**

**Environmental  
Protection Agency**

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40 CFR Parts 6, 51, and 93

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**Determining Conformity of General  
Federal Actions to State or Federal  
Implementation Plans; Final Rule**

requirements in order to obtain assurances from the applicant with respect to that applicant's activities that the agency cannot practicably control, or that are beyond the agency's continuing program responsibilities, or that fall outside the Federal agency's jurisdiction.

As described in the proposal, development that is related to the Federal action only in a manner that provides daily services such as restaurants, schools, and banks and which are located off Federal property, may be considered incidental rather than indirect emissions. Such activities and emissions are expected to be small relative to other emissions from the Federal action and are difficult or impossible to precisely locate and quantify. Thus, an accurate air quality and/or emissions analysis is not possible. Therefore, emissions from the daily services activities should be considered incidental and would not be included as indirect emissions in the conformity analysis even under the inclusive definition. Under the exclusive definition, incidental emissions are generally not covered for the additional reason that they are generally not under the Federal agency's control and continuing program responsibility.

*g. Exclusive definition—Federal role.* The exclusive definition isolates certain types of Federal actions where the role and responsibility of the Federal agency itself is major. For example, in Federal construction projects such as buildings or laboratories, the Federal agency has substantial and continuing authority and responsibility to manage that activity. Thus, the Federal contract manager should also be responsible for assuring that the construction activities conform to the applicable SIP.

By focusing on such major Federal actions, this approach would not require a conformity analysis for certain Federal actions that are necessary for, but incidental to, subsequent development by private parties. For example, the exclusive definition does not generally require that a COE fill permit needed for a relatively small part, portion, or phase of a twenty acre development on private land would somehow require the COE to evaluate all emissions from the construction, operation, and use of that larger development.

The exclusive definition, in effect, includes an examination of the duties, continuing program responsibilities, and controls that a Federal agency can practicably implement. When the Federal agency owns or operates a facility, Federal responsibility for the direct and indirect emissions from that

facility is clear. However, farther down the spectrum of "assistance," where less and less Federal control and program responsibility may be found, a point is reached where the Federal agency should not have the same degree of responsibility for assuring the conformity of subsequent privately generated emissions, especially the indirect emissions from that action.

By controlling the direct and indirect emissions under the practicable control and continuing program responsibility of the Federal agency, the conformity rule assures that Federal agencies take appropriate and reasonable actions to support the purpose of the SIP, to meet all specific SIP requirements, and to assure that the SIP is not undermined by Federal actions. The exclusive definition assures that Federal actions will meet the intent of section 176(c) and that States will retain the primary responsibility to attain and maintain the air quality standards.

In support of the "exclusive" version, many Federal agencies have stated that it is unreasonable to withhold a conformity determination where it is impracticable for the Federal agency to remedy the situation. In such cases, they argue that the State and/or local jurisdictions should regulate the activities outside the Federal agency's jurisdiction. On the other hand, some commenters have argued that reliance on State or local action to control these off-site activities could be viewed as requiring the State to amend the applicable SIP to conform to the Federal action, rather than a rule that requires the Federal action to conform to the applicable SIP with respect to all subsequent emissions. For the reasons described above, EPA concludes that it would be unreasonable to interpret section 176(c) of the Act as requiring Federal agencies to take responsibility for emissions that they cannot practicably control and for which they have no continuing program responsibility.

The conclusion that the exclusive definition best fits with the balance that Congress established in the Act between Federal and State/local responsibility is supported by the Supreme Court's analysis in its 1989 decision in *Robertson v. Methow Valley Citizens Council*, 490 U.S. 332 (1989). In that case, the Court addressed the question, "whether the Forest Service may issue a special use permit for a recreational use of national forest land in the absence of a fully developed plan to mitigate environmental harm." Id. at 336. In that case, the imposition of such a mitigation plan was within the jurisdiction of State and local agencies,

not the Forest Service. The Court held that the Forest Service's authority to issue the permit was not contingent upon the State and local agencies taking action. As the Court explained, "(I)n this case, the off-site effects on air quality and on the mule deer herd cannot be mitigated unless non-Federal government agencies take appropriate action. Since it is those state and local governmental bodies that have jurisdiction over the area in which the adverse effects need be addressed and since they have the authority to mitigate them, it would be incongruous to conclude that the Forest Service has no power to act until the local agencies have reached a final conclusion on what mitigation measures they consider necessary." Id. at 352-53 (footnote omitted). For the same reasons, EPA has concluded that it would be "incongruous" to read section 176(c) of the Act as rendering the ability of Federal agencies to perform their congressionally-assigned missions contingent upon State and local agencies imposing mitigation measures over activities that they and not the Federal agencies, can practicably control, and have a continuing program responsibility to control. Since the inclusive definition would, in many cases, require Federal agencies to withhold action unless and until a State/local agency imposes mitigation measures over activities that are outside the Federal agencies' control, the inclusive definition would upset the balance between Federal and State/local responsibilities for achieving clean air, and would unjustifiably frustrate Federal agencies from performing their congressionally-assigned statutory responsibilities.

The person's activities that fall outside the Federal agency's continuing program responsibility to control are subject to control by State and local agencies. In sum, expanding the Federal agencies' responsibilities to extend to emissions that are outside their continuing program responsibility to control (which the inclusive definition would have done) would upset the balance between Federal and State/local roles that Congress established in the Act and would infringe on the air quality roles of the State or local agency.

*h. Exclusive definition—examples.*  
*Example 1:*

Assume that the FAA is considering approval of an airport expansion in a serious ozone nonattainment area and that adjacent development of an industrial park is known to depend on the FAA approval. Assume: (1) The airport expansion would result in an increase in emissions of 50 tons/year of

volatile organic compounds (VOC) due to vehicle and airport related emissions, and (2) assume that the adjacent industrial park would emit 200 tons/year of VOC.

Under the exclusive definition, the FAA must show that the 50 tons/year of VOC from the airport related activities conforms to the SIP. The FAA, however, is not responsible for the 200 tons/year of VOC from the industrial park. The conformity rule provides several ways to show that the 50 tons/year of VOC conforms to the SIP:

(1) The airport expansion is specifically included in the applicable SIP's attainment demonstration,

(2) The 50 tons are offset by reductions obtained elsewhere by the FAA,

(3) The 50 tons are determined to be consistent with the SIP emission budget by the State air quality agency,

(4) The State commits to revise the SIP to accommodate the 50 tons,

(5) The airport expansion is included in the conforming transportation plan, or

(6) In some cases, it is demonstrated that there is no increase in emissions in a build/no build scenario. (Note that project-specific modeling for ozone is not generally considered an option since, as a technical matter, ozone models are not sufficiently precise to show such impacts unless the project is a large portion of the total area inventory.)

*Example 2:* In another case, the same airport expansion might be in a CO or PM-10 nonattainment area where a local scale modeling analysis is determined to be needed by the State agency primarily responsible for the SIP. In such cases, the modeling analysis must consider emissions due to the airport activity and emissions due to any existing sources, including background concentrations. Emissions from the future industrial park would not, however, be required as part of the modeling analysis since such emissions are not covered by the conformity rule.

*Example 3:* A Federal action to lease land to a private developer does not in itself have any immediate direct or indirect air pollution emissions. The lease does, however, allow future activities by the private developer on the leased Federal land that could result in indirect air pollution emissions. This can be seen clearly in cases where the leasing action is accompanied by a description of future activities that the developer plans to undertake on the leased Federal land which would result in emissions and where the lease contains emission limits imposed on the use of the leased Federal land. Where

the Federal agency has the authority to impose lease conditions controlling future activities on the leased Federal land, these emissions must be analyzed in the conformity determination.

*Example 4:* Where a COE permit is needed to fill a wetland so that a shopping center can be built on the fill, generally speaking, the COE could not practicably maintain control over and would not have a continuing program responsibility to control indirect emissions from subsequent construction, operation, or use of that shopping center. Therefore, only those emissions from the equipment and motor vehicles used in the filling operation, support equipment, and emissions from movement of the fill material itself would be included in the analysis. If such emissions are below the de minimis levels described below for applicability purposes (section 51.853), no conformity determination (section 51.858) would be required for the issuance of the dredge and fill permit.

*i. Exclusive definition—types of Federal actions covered.* The following types of Federal actions, among others, are likely to be subject to conformity review under the exclusive definition. Some of these actions are likely to be above the de minimis levels, controllable currently by the Federal agency, and the Federal agency will maintain an ability to control the emissions in the future through oversight activities.

(1) Prescribed burning activities by Federal agencies or on Federal lands: The burning is conducted by the Federal agency itself or is approved by the Federal agency, consistent with a Federal land management plan, and the Federal land manager maintains an oversight role in either case.

(2) Private actions taking place on Federal land under an approval, permit, or leasing agreement, such as mineral extraction, timber harvesting, or ski resort construction: A lease agreement, for example, may be subject to mitigation conditions as needed to show conformity and the Federal land manager will maintain an oversight role, including the enforcement of lease agreements. The conditions needed to show conformity would also be enforceable by the State and EPA through the SIP (as described elsewhere in this notice).

(3) Direct emissions from COE permit actions: The COE will evaluate the direct emissions from the activity involving the discharge of dredged or fill material. If these direct emissions were to exceed the de minimis level, the COE has legal authority to impose

permit conditions to control those emissions.

(4) Wastewater treatment plant construction or expansion actions: Construction projects funded by EPA may be conditioned so that the new treatment capacity conforms to growth assumptions in the SIP. The EPA maintains a continuing control authority since future expansion would need a new approval action. Emissions from this activity can be quantified and located only on a regional scale; they cannot be located in a precise manner and subject to a microscale analysis. Such emissions are nevertheless considered reasonably foreseeable, if only on a regional scale. The SIP planning generally takes into account the growth limiting effects of wastewater treatment capacity and, thus, changes to the capacity must be shown to conform to the SIP. This is an area where Congress clearly desires a conformity review, as evidenced by section 316 of the Act.

(5) Federal construction projects such as buildings, laboratories, and reservoirs on Federal land: Contracts to complete construction projects funded by GSA or other Federal agencies may be conditioned so that the new construction meets mitigation measures as needed to show conformity. The Federal contract manager would maintain an oversight role to assure that all the contract agreements are met.

(6) Project level minerals management leasing activities: The lease agreement may be structured as described in Item b above.

(7) New airports or airport expansion actions: Grants to fund projects or approval by the FAA to build projects may be conditioned so that the new projects meet mitigation measures as needed to show conformity. Under FAA's funding statute, grants for new airports, new runways, and major runway extensions must include such conditions. The grant conditions are enforceable through the grant agreements. Failure of the airport owner/operator to comply with grant conditions may result in suspension or termination of Federal assistance.

(8) Actions taking place on Federal lands or in Federal facilities: The Federal agency has and will maintain the ability to control emissions in many other activities, such as activities in National Parks, on military bases, and in Federal office buildings.

*j. Exclusive definition—types of Federal actions not covered.* The following types of Federal actions, among others, are not covered by the conformity rule under the exclusive definition approach.

COUNTY OF VENTURA  
PUBLIC WORKS AGENCY  
WATER RESOURCES AND DEVELOPMENT DEPARTMENT

MEMORANDUM

January 28,  
31, 1997

To: Kari Gialketsis, Environmental Coordinator  
Department of Airports

From: Lowell Preston, Ph.D., Manager  
Water Resources Division

Subject: **CAMARILLO AIRPORT MASTER PLAN INITIAL STUDIES CHECKLIST**

The Camarillo Airport Draft Master Plan is deemed **incomplete** from the Water Resources perspective, because no information is provided in the report to assist in evaluating specific water resources impacts. An increased water demand will surely accompany the more than fifty percent increased operations level and the increased staff level that will be accommodated in the new general aviation/administration building to be constructed. Item 4.a, Groundwater Quantity, is designated **Unknown (U)** for **PROJECT IMPACT** and **CUMULATIVE IMPACT** on the Initial Studies Checklist. Water Resources impacts will be considered **Less than Significant (LS)** for b., Groundwater Quality, c., Surface Water Quantity, and d., Surface Water Quality, for both **PROJECT IMPACT** and **CUMULATIVE IMPACT** for reasons stated below. Item 22.b, Water Supply, is being reviewed separately by the Water and Sanitation Services Division.

**Project Description:**

The project master plan is based upon growth projections for the next approximately twenty years. The plan has been reviewed by both airport personnel and members of the community. The existing airfield layout will be inadequate for the potential demand levels.

Oxnard Air Force Base was decommissioned in the mid-1960's and transferred to Ventura County General Services Agency in 1969. In addition to its general aviation use, Camarillo Airport hosts many non-airport activities. Operations of the onsite supply well and water system are conducted by the Ventura County Public Works Agency Water and Sanitation Services Division. Sanitation service is by the City of Camarillo.

The project description for the subject plan presents no information on current water use that will likely accompany the growth projected in this plan. Groundwater extraction records as reported to the Fox Canyon Groundwater Management Agency are shown in the attached table. The general aviation/administration building to be built during the "intermediate term horizon" will likely house additional staff. The facilities expansion, increased staff and projected annual operations increase of more than 50 per cent will likely result in an increased water demand. However, the Draft Master

Plan does not address the level of increased water use accompanying this expansion. Therefore, the impact on Water Resources is **UNKNOWN**

Table 2L projects Long Range annual operations (takeoffs and landings) of 305,800 in twenty years, compared to 1994 Actual annual operations of 190,850. This greater-than fifty percent increase suggests that Long Range water use, excepting landscape irrigation, would rise, along with water use increases for food preparation, sanitation, equipment washing, drinking fountain, etc.

#### **Item 4a. Groundwater Quantity**

Municipal water for the airport is currently supplied by two onsite wells, State Well Numbers 02N-21W33R02S and 02N21W34L02S (see attached TABLE). The projected future water use as the facility grows is not included in the report, so the impact on groundwater quantity is deemed **unknown (U)**. The present rate of groundwater extraction at the Camarillo Airport ranges from about 50 to 60 acre-feet per year.

#### **Item 4b. Groundwater Quality**

Groundwater wells near Camarillo Airport are completed 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 it is also protected by an impervious clay zone. The impact to groundwater quality due to airport growth is **less than significant (LS)** because of the natural protection provided by these clay layers.

#### **Item 4c. Surface Water Quantity**

The impact to surface water quantity due to the construction of additional hangers and tie-down aprons will be **less than significant (LS)** 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 which conveys water that percolates past the plant root zone to nearby Revolon Slough.

#### **Item 4d. Surface Water Quality**

The impact to surface water quality due to airport-related activities will be **less than significant (LS)**, provided sufficient care is exercised to protect against fuel spills, and assuming that the project description incorporates adequate protective measures for operation of the expanded fuel farm.

If you have any questions, please call the Water Resources Division at (805) 654-2088. Thank you.

RLP:AP;LH/lh

cc: Carole Trigg, PWA Development and Inspection Services Division

attachment: Table  
Initial Studies Checklist (page 1 only)



SECTION B  
INITIAL STUDY CHECKLIST  
PROJECT NO.

*Camarillo Airport*

ISSUE	(RESPONSIBLE DEPARTMENT)	PROJECT IMPACT DEGREE OF EFFECT*				CUMULATIVE IMPACT DEGREE OF EFFECT*			
		N	LS	S	U	N	LS	S	U
GENERAL:	1. <u>GENERAL PLAN ENVIRONMENTAL GOALS AND POLICIES (PLNG):</u>								
LAND USE:	2. <u>LAND USE (PLNG.)</u>								
	A. COMMUNITY CHARACTER:								
	B. HOUSING:								
	C. GROWTH INDUCEMENT:								
RESOURCES:	3. <u>AIR QUALITY (APCD)</u>								
	A. REGIONAL								
	B. LOCAL:								
	4. <u>WATER RESOURCES (PWA)</u>								
	A. GROUNDWATER QUANTITY:				✓				✓
	B. GROUNDWATER QUALITY:		✓				✓		
	C. SURFACE WATER QUANTITY:		✓				✓		
	D. SURFACE WATER QUALITY:		✓				✓		
22. <u>WATER SUPPLY</u> <i>To be completed by Water &amp; Sanitation Services Div.</i>									
A. QUALITY (EH):									
B. QUANTITY (PWA/EH):									
C. FIRE FLOW (FIRE):									

~cz

## TABLE

CAMARILLO AIRPORT GROUNDWATER EXTRACTIONS  
AS REPORTED TO  
FOX CANYON GROUNDWATER MANAGEMENT AGENCY  
FOR THE PERIOD 1984 TO PRESENT

(values in acre-feet per six-month report periods)

2N/21W	33R1	33R2	34L2	Total
83-2	0	0	0	0
84-1	0	0	0	0
84-2	0	0	0	0
85-1	0.4	0.9	71.4	72.7
85-2	0.4	0.9	71.4	72.7
86-1	1.02	0.22	76.75	77.99
86-2	1.02	0.22	76.75	77.99
87-1	2.16	0.93	77.53	80.62
87-2	2.16	0.93	77.53	80.62
88-1	17.67	3.49	69.9	91.06
88-2	17.67	3.49	69.9	91.06
89-1	2.11	0.01	75.66	77.78
89-2	2.11	0	75.66	77.77
90-1	0.21	0	58.89	59.1
90-2	0	0.81	71.51	72.32
91-1	0	0.03	60.95	60.98
91-2	0	0.21	57.94	58.15
92-1	0	0.02	48.08	48.1
92-2	0	42.6	13.65	56.25
93-1	0	11.96	32.34	44.3
93-2	0	6.55	43.99	50.54
94-1	0	0.36	49.93	50.29
94-2	0	0.29	58.99	59.28
95-1	0	1.15	42.81	43.96
95-2	0	2.84	56.28	59.12
96-1	0	6.95	47.87	54.82
Total	46.93	84.86	1385.71	1517.5

TOTAL P.04,

RECEIVED  
JAN 15 1997  
DEPT. OF AIRPORTS

--COUNTY OF VENTURA  
PUBLIC WORKS AGENCY  
WATER RESOURCES AND DEVELOPMENT DEPARTMENT  
WATER AND SANITATION SERVICES DIVISION

DATE: January 13, 1997

TO: Kari Gialketsis, Environmental Coordinator

FROM:  Satya Karra, Senior Engineer

SUBJECT: **Initial Study - Camarillo Airport Master Plan**

The Camarillo Utility Enterprise (CUE) provides both water and sanitary sewer service to the Airport and properties within the Airport complex. We reviewed the project description for the Master Plan, and as I had stated to you on the phone, without projected demands on both the water and sewer systems it would be very difficult to assess the impacts on water and sewer systems due to the proposed project.

You requested that we provide you with duty factors which would enable you to compute the projected demands associated with the anticipated growth due to the planned projects.

The following criteria is suggested to estimate both potable demands and wastewater flows generated. For general commercial developments a value of 2000 gpd/acre for potable water and 1950 gpd/acre for waste water have provided reasonable numbers.

Based on the information now provided the CUE cannot ascertain the impacts the project would have and as such the degree of effects would be unknown.

Should you have any questions you may give me a call at (805) 584-4884.

SK:sms

# 1. SEWER DESIGN CRITERIA

## A. Average Dry Weather Flow

The following effluent generation values are based on local agency data adjusted to reflect the ranch development concept and use of potable and non-potable water sources.

1. Single Family Residential:  
(3.5 persons per d.u. x 80 gpd per person) = 280 gpd/unit
2. Multi-Family Residential:
  - High Density (H) (2.8 persons per d.u. x 80/gpd per person) = 224 gpd/unit
  - Very High Density (VH-1) (2.4 persons per d.u. x 80/gpd per person) = 192 gpd/unit
  - Very High Density (VH-2) (2.2 persons per d.u. x 80/gpd per person) = 176 gpd/unit

Average dry weather flow, continued

3. Community Centers = 1500 gpd/acre
4. General Commercial = 1940 gpd/acre
5. Schools = 2000 gpd/acre
6. Golf Clubhouse = 1940 gpd/acre
7. Parks = 1200 gpd/acre
8. Equestrian = 1200 gpd/acre

## B. Peak Flow Factor

In developing design flows for pipe and pump sizing, a peaking factor was applied to cumulative average dry weather flows. The peaking factors are based on the criteria noted in the "*Ventura County Sewerage Manual, Public Works Agency, 1986*", used by the County Waterworks District No. 1.

## C. Pipe Sizing

Sizing was based on the pipe flowing at a maximum of half-full during peak flow.

## SPECIFIC PLAN WATER SYSTEM

Criteria for water demand:

1. Average consumption criteria

gpd = gallons per day gpcd = gallons per capita daily

The average daily usage demands are based on local agency data, Ventura County Waterworks District No. 1, adjusted to reflect the proposed development concept. The basis for the estimated distribution of potable demands is given as follows:

A. Residential (3.5 persons per d.u. x 226/gpcd)	=	791 gpd/unit
B. Multi-Residential		
High Density (H) (2.8 persons per d.u. x 226/gpcd)	=	633 gpd/unit
Very High Density (VH-1) (2.4 persons per d.u. x 226/gpcd)	=	543 gpd/unit
Very High Density (VH-2) (2.2 persons per d.u. x 226/gpcd)	=	498 gpd/unit
C. Community Center	=	2000 gpd/acre
D. General Commercial	=	2000 gpd/acre
E. Schools	=	2500 gpd/acre
F. Golf Course Club House	=	2000 gpd/acre
G. Community Parks	=	1500 gpd/acre
H. Equestrian Facilities	=	1500 gpd/acre
I. Golf Course - greens irrigation [data source: Lake Sherwood golf course] (tees to be irrigated with reclaimed water)	=	3456 gpd/green

2. Project Domestic Water Usage

A. Average Daily Consumption - Potable Water:

<u>Land Use Category</u>	<u>Potable Demand (Domestic)</u>	<u>Total Domestic Usage (gallons per day- gpd)</u>
a. Single Family Residential: 2018 d.u. x	791 gpd/unit =	1,596,238 gpd usage
b. Attached Residential:		
High Density (H)      246 d.u. x	633 gpd/unit =	155,718 gpd usage
Very High Density (VH-1)   850 d.u. x	543 gpd/unit =	461,550 gpd usage
Very High Density (VH-2)   107 d.u. x	498 gpd/unit =	53,286 gpd usage
c. Community Center: 17.5 ac. x	2000 gpd per acre =	35,000 gpd usage
d. General Commercial: 11.7 ac. x	2000 gpd per facility =	23,400 gpd usage
e. Roadway Landscaping	N/A	
f. Golf Course: 19 greens x (18 play plus one practice green)	3456 gpd per green =	65,664 gpd usage



RUNWAY DATA	RUNWAY 8-26		RUNWAY 8A-26L	
	EXISTING	ULTIMATE	EXISTING	POTENTIAL
AIRCRAFT APPROACH CATEGORY-DESIGN GROUP	C-II/B-III	B-III/B-III	B-III	B-III
RUNWAY ASYMUTH	270.6547/260.665F	270.6547/260.665F	270.6547/260.665F	270.6547/260.665F
RUNWAY BEARING	N 88.8054° W	N 88.8054° W	N 88.8054° W	N 88.8054° W
RUNWAY DIMENSIONS	6,010' x 150'	6,010' x 150'	3,600' x 75'	3,600' x 75'
RUNWAY INSTRUMENTATION	Visual/Nonprecision	Nonprecision/Precision	Visual/Visual	20/1/20-1
RUNWAY APPROACH SURFACES	0' x 0'	341/250-1	0' x 0'	0' x 0'
RUNWAY THRESHOLD DISPLACEMENT	0' x 0'	0' x 0'	0' x 0'	0' x 0'
RUNWAY STOPWAY	N/A	N/A	N/A	N/A
RUNWAY SAFETY AREA	6,010' x 800'	6,010' x 800'	4,100' x 160'	4,100' x 160'
RUNWAY OBJECT FREE AREA	6,010' x 800'	6,010' x 800'	4,100' x 600'	4,100' x 600'
RUNWAY OBSTACLE FREE ZONE	6,410' x 400'	6,410' x 400'	3,900' x 350'	3,900' x 350'
TAKEOFF RUN AVAILABLE (TORA)	6,010' / 6,010'	6,010' / 6,010'	3,600' / 3,600'	3,600' / 3,600'
TAKEOFF DISTANCE AVAILABLE (TODA)	6,010' / 6,010'	6,010' / 6,010'	3,600' / 3,600'	3,600' / 3,600'
ACCELERATE-STOP DISTANCE AVAILABLE (ASDA)	6,010' / 6,010'	6,010' / 6,010'	3,600' / 3,600'	3,600' / 3,600'
LANDING DISTANCE AVAILABLE (LDA)	6,010' / 6,010'	6,010' / 6,010'	3,600' / 3,600'	3,600' / 3,600'
PAVEMENT MATERIAL	Asphalt/Concrete	Asphalt/Concrete	Asphalt/Concrete	Asphalt/Concrete
PAVEMENT SURFACE TREATMENT	Dressed	Dressed	Dressed	Dressed
PAVEMENT STRENGTH (in Dispersed lbs)	48(S)/95(D)/110(DT)	48(S)/95(D)/110(DT)	0.215	12.6(S)
RUNWAY EFFECTIVE GRADIENT	0.215	0.215	0.215	0.215
RUNWAY TOUCHDOWN ZONE ELEVATION	66 MSL/75 MSL	64 MSL/75 MSL	67 MSL/88 MSL	67 MSL/88 MSL
RUNWAY MARKING	Nonprecision	Precision	Basic	Basic
RUNWAY LIGHTING	MIRL	MIRL	MIRL	MIRL
RUNWAY APPROACH LIGHTING	None/None	None/MALS	None/None	None/None
TAXIWAY LIGHTING	MIRL	MIRL	MIRL	MIRL
TAXIWAY MARKING	Centerline, Signage	Centerline, Signage	MIRL	MIRL
RUNWAY NAVIGATIONAL AIDS	PAPI-2 (8) PAPI-2 (16) REIL (8) REIL (16) VOR (26)	PAPI-4 (16) PAPI-4 (32) REIL (8) GPS (8) GPS CAT-1 (36)		

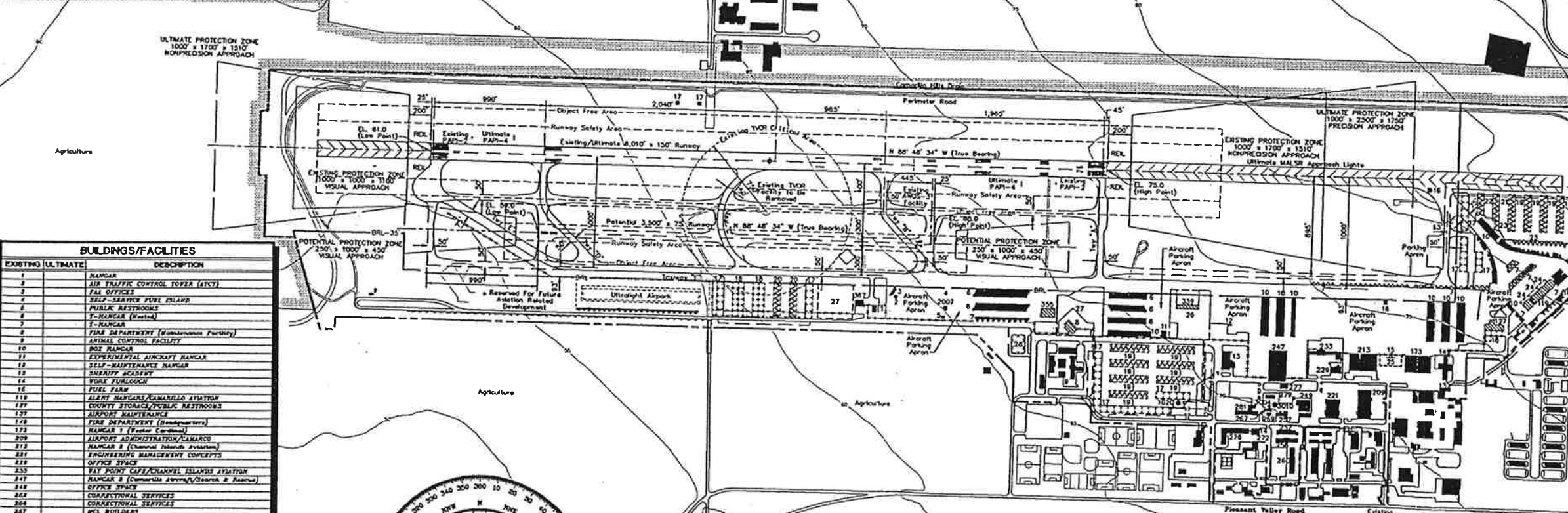
AIRPORT DATA			
Camarillo Airport (OMA)			
CITY: Camarillo, California	COUNTY: Ventura, California		
RANGE: 21 East	TOWNSHIP: 2 North		
CIVIL TOWNSHIP: N/A			
EXISTING		ULTIMATE	
AIRPORT SERVICE LEVEL	General Aviation	General Aviation	General Aviation
AIRPORT REFERENCE CODE	C-II/B-III	C-II/B-III	C-II/B-III
AIRPORT ELEVATION	76 MSL	76 MSL	76 MSL
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	72° F (July)	72° F (July)	72° F (July)
AIRPORT REFERENCE POINT (ARP) COORDINATES (NAD 83)	Latitude 34° 12' 48.512" N Longitude 119° 05' 39.647" W	Latitude 34° 12' 48.512" N Longitude 119° 05' 39.647" W	Latitude 34° 12' 48.512" N Longitude 119° 05' 39.647" W
AIRPORT and TERMINAL NAVIGATIONAL AIDS	Rotating Beacon VOR	Rotating Beacon GPS	Rotating Beacon GPS

RUNWAY END COORDINATES (NAD 83)			
RUNWAY	EXISTING	ULTIMATE	
Runway 8	Latitude 34° 12' 48.502" N Longitude 119° 05' 16.319" W	Latitude 34° 12' 48.502" N Longitude 119° 05' 16.319" W	
Runway 8A	Latitude 34° 12' 48.320" N Longitude 119° 05' 03.761" W	Latitude 34° 12' 48.320" N Longitude 119° 05' 03.761" W	
Potential Runway 8R	Latitude 34° 12' 48.881" N Longitude 119° 05' 03.815" W		
Potential Runway 26L	Latitude 34° 12' 42.817" N Longitude 119° 05' 22.173" W		

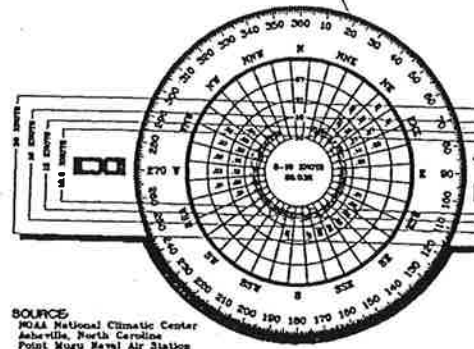


1. Pavement strengths are expressed in Single(S), Dual(D), Dual Tandem(DT), and/or Double Dual Tandem(DDT) wheel loading capacities.

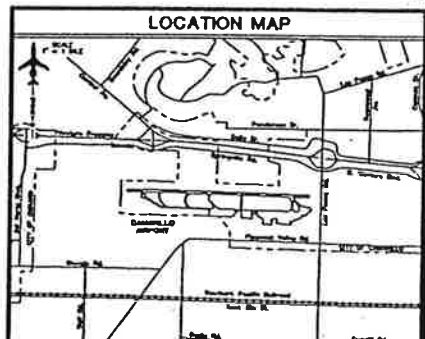
- GENERAL NOTES:**
1. Depiction of features and objects, including related elevations and clearances, within the runway protection zones are depicted on the PROTECTION ZONES PLANS.
  2. Details concerning terminal improvements are depicted on the TERMINAL AREA PLAN.
  3. Recommended land uses within the airport environs are depicted on the AIRPORT LAND USE PLAN.
  4. Building Restriction Line (BRL) is established in accordance with F.A.R. Part 77 criteria, location utilizes 35 foot vertical object height. Building Restriction Line location may be reduced in accordance to Part 77 criteria, in areas of the Runway Object Free Area, Runway Safety Area, and/or Runway Protection Zones criteria.
  5. The straight field will remain in its existing location until such time as air traffic control requirements and/or other Federal Aviation Administration regulations or standards warrant its relocation or removal.
  6. The parallel runway is shown for planning purposes. Actual construction of the parallel runway is subject to additional airport user and community input, further studies to evaluate noise effects/benefits of the runway and final approval of the Camarillo Airport Authority and the Ventura County Board of Supervisors.



EXISTING	ULTIMATE	DESCRIPTION
1		RAMPAR
2		AIR TRAFFIC CONTROL TOWER (ATCT)
3		FAR OFFICES
4		SELF-SERVICE FUEL ISLAND
5		PUBLIC RESTROOMS
6		T-RAMPAR (Existing)
7		T-RAMPAR
8		FIRE DEPARTMENT (Maintenance Facility)
9		ANIMAL CONTROL FACILITY
10		ROE RAMPAR
11		EXPERIMENTAL AIRCRAFT RAMPAR
12		SELF-MAINTENANCE RAMPAR
13		SHARPT Academy
14		WORK FULGOUCH
15		FUEL FARM
118		ALERT RAMPAR/CAMARILLO SYSTEM
119		COUNTY STORAGE/PUBLIC RESTROOMS
120		AIRPORT MAINTENANCE
121		FIRE DEPARTMENT (Headquarters)
122		RAMPAR 1 (Pavement Corrosion)
209		AIRPORT ADMINISTRATION/ALVARADO
210		RAMPAR 2 (Channel Islands System)
211		ENGINEERING MANAGEMENT CONCEPTS
212		OFFICE SPACE
213		TAXI POINT CASE/CHANNEL ISLANDS SYSTEM
214		RAMPAR 3 (Camarillo Airport/Storage & Reserve)
215		OFFICE SPACE
216		CONSTRUCTION SERVICES
217		CONSTRUCTION SERVICES
218		WCL BUILDERS
219		OFFICE SPACE
220		GENERAL BUILDING
221		FATER PUMP BUILDING
222		CONSTRUCTION SERVICES
223		YOUNG FULGOUCH
224		OFFICE SPACE
225		OFFICE SPACE
226		OFFICE SPACE
227		CONTEMPORARY AIR FORCE
228		FIRE DEPARTMENT (Station 20)
229		LOT
1520		STORAGE TANK
2007		STANBY GENERATOR/STORAGE
2008		STORAGE TANK
2009		STORAGE TANK
2010		STORAGE TANK
18		HELIPAD
17		EXECUTIVE RAMPAR (60' x 80')
16		EXECUTIVE RAMPAR (60' x 80')
15		T-RAMPAR (Paved, 14 Duat)
14		T-RAMPAR (Paved, 18 Duat)
13		T-RAMPAR (Paved, 19 Duat)
12		T-RAMPAR (Paved, 8 Duat)
11		RELOCATED T-RAMPAR
10		CONVENTIONAL RAMPAR (100' x 100')
9		GENERAL AVIATION TERMINAL/ADMINISTRATION
8		CONVENTIONAL AIR FORCE PARCEL
7		AVIATION DEVELOPMENT PARCEL
6		CONVENTIONAL FUEL FARM
5		FIRE STATION/ARFF PARCEL



Runways	10.8 Knots	13 Knots	16 Knots	20 Knots
Runway 8-26	87.6%	86.8%	88.7%	92.9%



FOR APPROVAL BY:  
County of Ventura  
Department of Airports

EXISTING	ULTIMATE	DESCRIPTION
-----	-----	ABANDONED PAVEMENT
-----	-----	AIRPORT PROPERTY LINE
+	+	AIRPORT REFERENCE POINT (ARP)
+	+	AIRPORT ROTATING BEACON
-----	-----	AVIATION EASEMENT
-----	-----	BUILDING TO BE REMOVED OR RELOCATED
-----	-----	BUILDING RESTRICTION LINE (BRL)
-----	-----	PAYMENT
-----	-----	FENCING
-----	-----	NAVIGATIONAL AID INSTALLATION
-----	-----	RUNWAY END IDENTIFICATION LIGHTS (REIL)
-----	-----	RUNWAY THRESHOLD LIGHTS
-----	-----	SECURITIZED CIRCLE/WIND INDICATOR
-----	-----	TOPOGRAPHY
-----	-----	WIND INDICATOR (Lighted)

**Camarillo Airport**  
**AIRPORT LAYOUT PLAN**  
Camarillo, California

PLANNED BY: *Alan S. Simon*  
DETAILED BY: *Richard A. Kelly*  
APPROVED BY: *Franco M. Korte*

November 6, 1996 **SHEET 1 OF 7**

**Coffman Associates**  
Airport Consultants

No.	REVISIONS	DATE	BY	APP'D.

THE PREPARATION OF THESE DOCUMENTS HAS BEEN MADE IN PART THROUGH A PLANNING GRANT FROM THE FEDERAL AVIATION ADMINISTRATION AS PROVIDED UNDER SECTION 105 OF THE AIRPORT AND AIRWAY ENHANCEMENT ACT OF 1982. AS INDICATED, THE CONTENTS DO NOT NECESSARILY REFLECT THE OFFICIAL VIEW OR POLICY OF THE FAA. ACCEPTANCE OF THESE DOCUMENTS BY THE FAA DOES NOT IN ANY MANNER CONSTITUTE A CONTRACT ON THE PART OF THE UNITED STATES TO PARTICIPATE IN ANY DEVELOPMENT PROJECTS HEREIN NOR DOES IT IMPLY THAT THE PROPOSED DEVELOPMENT IS APPROXIMATELY ACCEPTABLE IN ACCORDANCE WITH APPROPRIATE PUBLIC LAWS.







**AMES L. McBRIDE**  
COUNTY COUNSEL

**RANK O. SIEH**  
CHIEF ASSISTANT

**JOEL A. KLEBAUM**  
LITIGATION SUPERVISOR

## COUNTY COUNSEL

COUNTY GOVERNMENT CENTER ADMINISTRATION BUILDING  
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April 9, 1999

**VIA FACSIMILE**

Mr. Charles Lieber  
Airport Planner, AWP-611.1  
FAA-WPR  
Post Office Box 92007 WPC  
Los Angeles, California 90009

Re: Land use Assurance for Camarillo Airport, Camarillo, California

Dear Mr. Lieber:

Ventura County makes the following statement of compatible land use assurance as required by section 511(a)(5) of the Airport and Airway Improvement Act of 1982.

Ventura County provides assurances that appropriate action, including the enforcement of zoning laws, has been or will be taken, to the extent reasonably possible, to restrict the use of land adjacent to or in the immediate vicinity of Camarillo Airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. This anticipated action includes consideration of both existing and planned land uses. In addition, the County will encourage and support the City of Camarillo in its efforts to accomplish the same goal.

The designation of land uses in the vicinity of the Camarillo Airport is currently the responsibility of the County of Ventura and the City of Camarillo, depending upon the specific property. The County has approved a series of Specific Plans which provide for

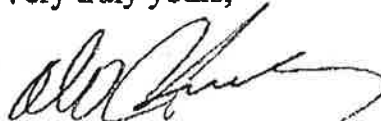
Charles Lieber  
April 9, 1999  
Page 2

commercial, industrial, office, and parks/open space uses in the immediate vicinity of the airport.

The Ventura County Transportation Commission adopted an Airport Comprehensive Land Use Plan ("CLUP") for airports, including Camarillo, within the County. The CLUP identifies an airport influence area over which the County's Airport Land Use Commission exercises responsibility, land use compatibility standards, and policies related to the adopted specific plans. Ventura County will continue to work with the City of Camarillo to ensure that land uses in the immediate vicinity of the airport are compatible with the airport and are in keeping with the land uses described in the Camarillo Airport CLUP.

If the Federal Aviation Administration has any questions or concerns as to the foregoing, please contact me at (805) 388-4200.

Very truly yours,



DONALD O. HURLEY  
Assistant County Counsel

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**AIR QUALITY ANALYSIS**  
*for the*  
**CAMARILLO AIRPORT MASTER PLAN**  
**ENVIRONMENTAL ASSESSMENT/**  
**ENVIRONMENTAL IMPACT REPORT**

*Prepared for:*  
 Coffman Associates, Inc.  
 11022 N. 28th Drive, Suite 240  
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*Prepared by:*  
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May 11, 1998

## CAMARILLO AIRPORT

### INTRODUCTION

The Camarillo Airport Master Plan identifies development plans for the Camarillo Airport, a general aviation airport located in the City of Camarillo in Ventura County (see Figure 1). Plans include:

- improving the runway;
- constructing and expanding taxiways;
- constructing T-hangars;
- relocating port-a-ports;
- installing security fencing, lighting, and signage;
- constructing parking areas;
- extending and improving access roads;
- improving safety and drainage areas; and
- constructing an administration/general aviation terminal building.

These improvements are to take place over three demand-based phases: Short Term, Intermediate, and Long Range. These improvements are intended to improve efficiency and reduce increases in delay time that could occur with the forecasted increase in aircraft operations anticipated at Camarillo Airport by the year 2018. Although target years are identified in the Master Plan for specific improvements, these improvements are related to planning horizon levels rather than dates in time, which allows them to change specific development in response to anticipated needs or demand. The level of aircraft activity involved in each planning horizon will dictate the implementation of the next step in the Master Plan program. This report analyzes the Short Term and Long Range Phases identified in the Master Plan and compares them to existing (1998) conditions to determine what construction and operational air quality impacts could occur with the proposed improvements.

### Existing Conditions

#### Climate

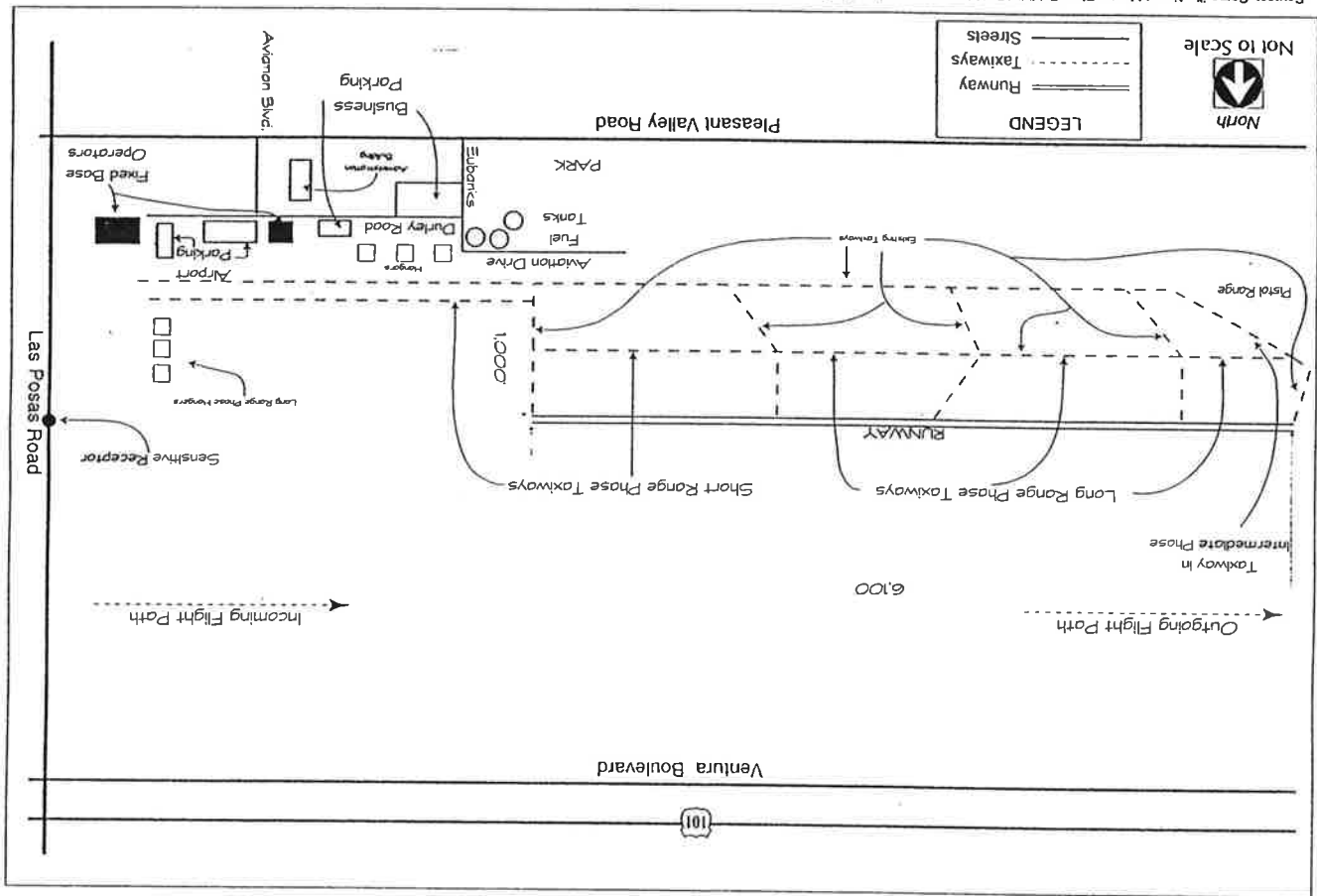
Air quality is affected by the rate and location of pollutant emissions and by climatic conditions that influence the movement and dispersion of pollutants. Atmospheric conditions such as wind speed, wind direction, and air temperature gradients, along with local and regional topography, provide the links between air pollutant emissions and air quality. The climate of the project area is Mediterranean, characterized by warm, dry summers and cooler, relatively damp winters.

#### Temperature

Daytime summer temperatures in the area average in the high 70s to 80s. Nighttime temperatures in the summer are typically in the high 50s to low 60s. Winter high temperatures tend to be in the 60s, while the winter low temperatures are in the 40s. The annual average temperature (as recorded at the Oxnard Air Force Base) ranges between 49.0 and 70.0 degrees Fahrenheit (F). The average annual daily temperature is 59.9 degrees F.

#### Winds

The wind direction at Camarillo Airport is from the west 80 percent of the time. Daytime winds in the vicinity of the project area seasonally average from 5.6 to 7.9 miles per hour. The pattern is driven by local temperature differences with air flowing from cold to warmer surfaces. Because the ocean is cooler than the land throughout much of the warm season, the onshore component from the west is overall more dominant, particularly in the summer "smog season." During most of the daylight hours, a sustained breeze flows inland in the project vicinity. Occasionally, however, when strong evening offshore windflow is present, pollution from inland areas can stagnate along the coast the next day.



### Inversions

In addition to winds that control the rate and direction of pollution dispersal, Southern California is known for strong temperature inversions that limit the vertical depth through which pollution can be mixed and diluted. The summertime air in Camarillo is characterized by a sharp discontinuity between the cool marine air at the surface and the warm, sinking air aloft within the high pressure cell over the ocean to the south and west. This marine/subsidence inversion forms a lid at about 1,000 feet above the Oxnard Plain when, during the day, cool ocean air brought in by the onshore winds undercuts the warm sinking air of the Pacific high pressure system. This allows for good local mixing.

A second inversion type forms on clear winter nights when cold air off the mountains sinks to the surface while the air aloft remains warm. This process forms radiation inversions. These inversions, in conjunction with calm winds, trap pollutants such as automobile exhaust near their source. Both types of inversions occur throughout the year to some extent, but the marine inversions are dominant during the day in summer, and radiation inversions are much stronger on winter nights when nights are long and the air is cool.

### Ambient Air Quality

Air quality in a given location is described by the concentrations of various pollutants in the atmosphere, which are generally expressed in units of parts per million (ppm) or micrograms per cubic meter ( $\mu\text{g}/\text{m}^3$ ). The significance of a pollutant concentration is determined by comparing it to State and Federal ambient air quality standards. The United States Environmental Protection Agency (EPA) established National Ambient Air Quality Standards (NAAQS) in 1971, under authority arising from the Federal Clean Air Act (CAA), for six pollutant types. The individual States retain the option to add other pollutants that require more stringent compliance to this list, or to include different exposure periods. Because California established air quality standards through the California CAA several years before the Federal action, and due to unique air quality problems associated with California, there are considerable differences between State and Federal clean air standards. The characteristic sources and effects of these regulated air contaminants are provided in Table 1. The AAQS (both State and Federal) for ten air pollutants are provided in Table 2. The California Air Resources Board (CARB) coordinates the Statewide air quality planning process, which is aimed at meeting both the national and Statewide AAQS. Based upon both Federal and State air quality standards, a specific geographic area can be classified under the Federal and State CAA as either being an "attainment" or "non-attainment" area for each criteria pollutant. The EPA has designated all areas of the United States as having air quality better than (attainment) or worse than (non-attainment) the NAAQS (see Table 2). The criteria for non-attainment designation varies by pollutant. An area is in non-attainment for ozone if the AAQS has been exceeded more than three discontinuous times for three years. An area is in non-attainment for any other pollutant if its AAQS has been exceeded more than once per year. As identified in the 1994 Air Quality Management Plan (AQMP), Ventura County is both a Federal and State designated non-attainment area for ozone and a State non-attainment area for  $\text{PM}_{10}$ .

Ambient air quality monitoring in Southern California is performed by the CARB via a network of air quality monitoring stations. The closest monitoring station to the project site is the El Rio air monitoring station, located in the City of Ventura. Table 3 lists air quality data from the El Rio air monitoring station for the period 1993 through 1996.

1 A criteria pollutant is one for which an ambient air quality standard has been established.

TABLE 1  
Description of Selected Air Contaminants

### PHOTOCHEMICAL OXIDANT (O<sub>x</sub>)

**Characteristics** - The term "photochemical oxidant" can include several different pollutants, but consists primarily of ozone (more than 90 percent) and a group of chemicals called organic peroxyoxides. Photochemical oxidants are created in the atmosphere rather than emitted directly into the air. Reactive organic gases, including hydrocarbons, and oxides of nitrogen are the emitted contaminants which participate in the reaction. Ozone is a pungent, colorless toxic gas which is produced by the photochemical process. Photochemical oxidant is a characteristic of southern California type smog and reaches highest concentrations during the summer and early fall.

**Sources** - Photochemical smog is caused by complex atmospheric reactions involving oxides of nitrogen and reactive organic gases with ultraviolet energy from sunlight. Motor vehicles are the major source of oxides of nitrogen and reactive organic gases in the basin.

**Effects** - The common manifestations of oxidants are damage to vegetation and cracking of untreated rubber. Photochemical oxidants in high concentrations can also directly affect the lungs, causing respiratory irritation and possible changes in lung functions.

### CARBON MONOXIDE (CO)

**Characteristics** - CO is a colorless, odorless, toxic gas produced through the incomplete combustion of fossil fuels. Concentrations are higher in winter when more fuel is burned and weather conditions favor the build-up of directly emitted contaminants.

**Sources** - The use of gasoline powered engines is the major source of this contaminant, with the automobiles being the primary contributor. However, various industrial processes also produce CO emissions through incomplete combustion of fossil fuels.

**Effects** - CO does not irritate the respiratory tract, however, it passes through the lungs directly into the blood stream and, by interfering with the transfer of oxygen, deprives sensitive tissues of oxygen.

### NITROGEN OXIDES (NO<sub>x</sub>)

**Characteristics** - It primarily consists of nitric oxides (NO) (a colorless, odorless gas formed from atmospheric nitrogen and oxygen when petroleum combustion takes place under high temperatures and/or pressure) and nitrogen dioxide (NO<sub>2</sub>) (a reddish-brown irritating gas formed by the combination of nitric oxide with oxygen).

**Sources** - High combustion temperatures cause nitrogen and oxygen to combine and form nitric oxide. Further reaction produces additional oxides of nitrogen. Combustion in motor vehicle engines, power plants, refineries and other industrial operations are the primary sources in the region. Ships, railroads and aircraft are other significant emitters.

**Effects** - Oxides of nitrogen are direct participants in photochemical smog reactions. The emitted compound, nitric oxide, combines with oxygen in the atmosphere in the presence of hydrocarbons and sunlight, to form nitrogen dioxide and ozone. Nitrogen dioxide, the most significant of these pollutants, can color the atmosphere at concentrations as low as 0.5 ppm on days of 210-mile visibility. NO<sub>x</sub> is an important air pollutant in the region because it is a primary receptor of ultraviolet light which initiates the reactions producing photochemical smog. It will also react in the air to form nitrate particulates.

### SULFUR DIOXIDE (SO<sub>2</sub>)

**Characteristics** - SO<sub>2</sub> is a colorless, pungent, irritating gas formed primarily by the combustion of sulfur-containing fossil fuels. In humid atmospheres some of SO<sub>2</sub> may be changed to sulfur trioxide and sulfuric acid mist, with some of the latter eventually reacting with other materials to produce sulfate particulates.

TABLE 1 (cont.)  
Description of Selected Air Contaminants

<p><b>Sources</b> - This contaminant is the natural combustion product of sulfur or sulfur-containing fuels. Fuel combustion is the major source, while chemical plants, sulfur recovery plants, and metal processing are minor contributors.</p> <p><b>Effects</b> - SO<sub>2</sub> appears able to do still greater harm by injuring lung tissues. Sulfur oxides, in combination with moisture and oxygen, can yellow the leaves of plants, dissolve marble and eat away iron and steel. Sulfur oxides can also react to give sulfates which reduce visibility and cut down the light from the sun.</p> <p><b>PARTICULATES (TSP and PM<sub>10</sub>)</b></p> <p><b>Characteristics</b> - Atmospheric particulates are made up of finely divided solids or liquids such as soot, dust, aerosols, fumes and mists. About 90% by weight of the emitted particles are larger than 10 microns in diameter, but about 90% of the total number of particulates are less than 5 microns in diameter. The aerosols formed in the atmosphere, primarily sulfate and nitrate, are usually smaller than 1 micron. In areas close to major sources, particulate concentrations are generally higher in the winter, when more fuel is burned, and meteorological conditions favor the build-up of directly-emitted contaminants. However, in areas remote from major sources and subject to photochemical smog, particulate concentrations are higher during summer months.</p> <p><b>Sources</b> - Particulate matter consists of particles in the atmosphere resulting from many kinds of dust and fume-producing industrial and agricultural operations, from combustion, and from atmospheric photochemical reactions. Natural activities also put particulates into the atmosphere; wind-raised dust and ocean spray are two such sources of particulates.</p> <p><b>Effects</b> - In the respiratory tract very small particles of certain substances may produce injury by themselves, or may contain absorbed gases that are injurious. Suspended in the air, particulates of aerosol size can both scatter and absorb sunlight, producing haze and reducing visibility. They can also cause a wide range of damage to materials.</p>
<p><b>HYDROCARBONS AND OTHER ORGANIC GASES (THC, CH<sub>4</sub>, NMHC, AHC, NHC)</b></p> <p><b>Characteristics</b> - Any of the vast family of compounds consisting of hydrogen and carbon in various combinations are known as hydrocarbons. Fossil fuels are included in this group. Many hydrocarbon compounds are major air pollutants, and those which can be classified as olefins or aromatics are highly photochemically reactive. Atmospheric hydrocarbon concentrations are generally higher in winter because the reactive hydrocarbons react more slowly in the winter and meteorological conditions are more favorable to their accumulating in the atmosphere to higher concentration before producing photochemical oxidants.</p> <p><b>Sources</b> - Motor vehicles are a major source of anthropogenic hydrocarbons (AHC) in the basin. Other sources include evaporation of organic solvents and petroleum refining and marketing operations. Trees are the principal emitters of biogenic or natural hydrocarbons (NHC) (Chameides, 1988).</p> <p><b>Effects</b> - Certain hydrocarbons can damage plants by inhibiting growth and causing flowers and leaves to fall. Levels of hydrocarbons currently measured in urban areas are not known to cause adverse effects in humans. However, certain members of this contaminant group are important components in the reactions which produce photochemical oxidants.</p>

TABLE 2  
Ambient Air Quality Standards

Air Pollutant	Average Sampling Time	Concentration	CALIFORNIA <sup>1</sup>		FEDERAL <sup>2</sup>	
			Method	Primary <sup>3</sup>	Secondary <sup>4</sup>	Method
Ozone	1 hour	0.09 ppm (180 µg·m <sup>-3</sup> )	Ultraviolet	0.08	0.08	Ethylene Chemiluminescence
Carbon Monoxide	8 hour <sup>5</sup>	9 ppm	Non-dispersive	9 ppm	9 ppm	Non-dispersive
	8 hour <sup>5</sup>	20 ppm (10 µg·m <sup>-3</sup> )	Infrared Spectroscopy (NDIR)	35 ppm (10 µg·m <sup>-3</sup> )	35 ppm (10 µg·m <sup>-3</sup> )	Infrared Spectroscopy (NDIR)
	1 hour	20 ppm (23 µg·m <sup>-3</sup> )	Spectroscopy (NDIR)	40 ppm (40 µg·m <sup>-3</sup> )	40 ppm (40 µg·m <sup>-3</sup> )	Spectroscopy (NDIR)
Nitrogen Dioxide	Annual Average	0.25 ppm (470 µg·m <sup>-3</sup> )	Gas Phase Chemiluminescence	0.53 ppm (100 µg·m <sup>-3</sup> )	0.53 ppm (100 µg·m <sup>-3</sup> )	Gas Phase Chemiluminescence
	1 hour	0.25 ppm (55 µg·m <sup>-3</sup> )	Gas Phase Chemiluminescence	0.53 ppm (100 µg·m <sup>-3</sup> )	0.53 ppm (100 µg·m <sup>-3</sup> )	Gas Phase Chemiluminescence
Sulfur Dioxide	Annual Average	0.04 ppm (105 µg·m <sup>-3</sup> )	Ultraviolet Fluorescence	0.14 ppm (365 µg·m <sup>-3</sup> )	0.03 ppm (80 µg·m <sup>-3</sup> )	Ultraviolet Fluorescence
	24 hour	0.04 ppm (105 µg·m <sup>-3</sup> )	Ultraviolet Fluorescence	0.14 ppm (365 µg·m <sup>-3</sup> )	0.03 ppm (80 µg·m <sup>-3</sup> )	Ultraviolet Fluorescence
	3 hour	-	-	-	0.53 ppm (1300 µg·m <sup>-3</sup> )	Ultraviolet Fluorescence
	1 hour	0.25 ppm (55 µg·m <sup>-3</sup> )	Ultraviolet Fluorescence	0.53 ppm (1300 µg·m <sup>-3</sup> )	0.53 ppm (1300 µg·m <sup>-3</sup> )	Ultraviolet Fluorescence

1 State Standards for O<sub>3</sub>, CO, NO<sub>2</sub>, SO<sub>2</sub> (1-hour) and PM<sub>10</sub> not to be exceeded. All other pollutants not to be equated nor exceeded.  
 2 Federal standards not to be exceeded more than once in any calendar year.  
 3 National Primary Standard: The levels of air quality necessary, with an adequate margin of safety, to protect public health.  
 4 National Secondary Standard: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.  
 5 New Federal standard enacted in 1997. Effective as of September 16, 1997.

F-5  
TABLE 2 (cont.)

Air Pollutant	Average Sampling Time	Concentration	CALIFORNIA			Method
			Primary	Secondary	FEDERAL	
Suspended Particulate Matter (PM <sub>10</sub> )	Annual Geometric Mean	30 µgm <sup>-3</sup>	-	-	-	Size segregated inlet high volume sampling
	24 hour	50 µgm <sup>-3</sup>	150 µgm <sup>-3</sup>	50 µgm <sup>-3</sup>	150 µgm <sup>-3</sup>	Inertial separation and Gravimetric Analysis
Sulfates	Annual Arithmetic Mean	25 µgm <sup>-3</sup>	-	-	-	Turbidimetric
	24 hour	25 µgm <sup>-3</sup>	-	-	-	Barium sulfate
Lead	30 day Average	1.5 µgm <sup>-3</sup>	-	-	-	Atomic Absorption
	Calendar Quarter	1.5 µgm <sup>-3</sup>	-	-	-	Atomic absorption
Hydrogen Sulfide	1 hour	1.0 µgm <sup>-3</sup>	-	-	-	Lead Hydroxide Strainer
	24 hour	0.10 ppm	-	-	-	Fedler Bag Collection
Vinyl Chloride (chloroethene)	1 observation	A sufficient amount of particles to reduce the visibility to less than 10 miles when the relative humidity is <70%.	-	-	-	Maintenances in accordance with ARB Method V.
	24 hour	(26 µgm <sup>-3</sup> )	-	-	-	Gas Chromatography
Visibility Reducing Particles	1 observation	A sufficient amount of particles to reduce the visibility to less than 10 miles when the relative humidity is <70%.	-	-	-	Maintenances in accordance with ARB Method V.
	24 hour	(42 µgm <sup>-3</sup> )	-	-	-	Gas Chromatography

Source: ARB Fact Sheet 39, November, 1991.

TABLE 3

Pollutant Concentrations at the El Rio Air Monitoring Station

	1993	1994	1995	1996
<b>OZONE (O<sub>3</sub>)</b>				
Maximum Concentration (ppm/1 hr.)	0.14	0.12	0.12	0.12
No. of Days Exceeded Standard:				
Federal > .12 ppm/1 hr.	1	0	0	0
State > .09 ppm/1 hr.	8	7	7	8
<b>CARBON MONOXIDE (CO)</b>				
Maximum Concentration (ppm/1 hr.)	5.0	2.9	2.9	2.2
Maximum Concentration (ppm/8 hrs.)	2.7	2.2	2.4	1.5
No. of Days Exceeded State Standard:				
≥ 9.1 ppm/8 hrs.	0	0	0	0
> 20 ppm/1 hr.	0	0	0	0
<b>NITROGEN DIOXIDE (NO<sub>2</sub>)</b>				
Maximum Concentration (ppm/1 hr.)	0.08	0.10	0.13	0.11
No. of Days Exceeded State Standard:				
> .25 ppm/1 hr.	0	0	0	0
<b>SULFUR DIOXIDE (SO<sub>2</sub>)</b>				
Maximum 24-hr. Concentration (µgm-3)	NA	0.01	0.01	0.01
No. of Days Exceeded State Standard:				
> .05 ppm/24-hr.	0	0	0	0
> .25 ppm/1 hr.	0	0	0	0
<b>SUSPENDED PARTICULATES (PM<sub>10</sub>)</b>				
Number of Samples	59	57	60	61
Maximum 24-hr. Concentration (µgm-3)	63	61	62	64
No. of Samples Exceeding Standard:				
Federal > 150 µgm-3	0	0	0	0
State ≥ 50 µgm-3	4	2	3	1
Geometric Mean Concentration µgm-3	25.4	26.3	22.3	22.4
Arithmetic Mean Concentration µgm-3	29.0	29.2	26.2	22.4

Source: CARB.

As shown in Table 3, the only thresholds exceeded at the El Rio station from 1993 to 1996 were Federal and State thresholds for ozone and State thresholds for  $PM_{10}$ . Specifically, the State maximum one-hour concentration standard for ozone was exceeded for eight days in 1993, seven days in 1994, seven days in 1995, and eight days in 1996, while the State threshold for  $PM_{10}$  was exceeded four times in 1993, two times in 1994, three times in 1995, and one time in 1996.

#### Air Quality Planning

Air quality regulations were first initiated with the passage of the Federal CAA, as previously identified, which established the NAAQS and delegated the regulation of air pollution to the individual States. In States where the NAAQS were exceeded, including California, the CAA required preparation of a State Implementation Plan (SIP). The SIP details how States will meet the standards within specific time frames.

CARB has been designated as the responsible agency for all air quality regulations. Local control in air quality management is provided by CARB through county-level Air Pollution Control Districts (APCDs).

The Ventura County APCD oversees air quality planning for air pollution sources in Ventura County. The Southern California Association of Governments (SCAG) is also involved in air quality planning and, with the APCD, prepares the Air Quality Management Plan (AQMP) which provides the framework for air pollution management in Ventura County. The 1994 AQMP, including a 1995 revision, was approved by the EPA in September, 1996. The AQMP includes air pollution control measures to reduce ROC and NOx emissions, both ozone precursors, and bring the region into compliance with the Federal ozone standard (ROC and NOx are the two pollutants that are primary precursors of ozone formation). This plan predicts attainment of the Federal ozone standard by the year 2005.

In order to assess the significance of air quality impacts, project-generated pollutant volumes must be compared to the applicable local, as well as State and Federal standards. These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. Provided by the APCD, they are designed to protect those people most susceptible to respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise; such people are commonly referred to as "sensitive receptors." Healthy adults can tolerate occasional exposure to air pollutant concentrations above these minimum standards before adverse effects are observed.

#### New EPA Standards

On September 16, 1997, the EPA adopted stricter air quality standards for ozone and  $PM_{10}$ . The existing Federal ozone significance threshold is 0.12 parts per million (ppm) while the existing  $PM_{10}$  threshold is 150 micrograms per cubic meter for a 24-hour period, as identified in Table 2. The EPA is replacing the one-hour ozone standard with an eight-hour averaging time and lowering the concentration level from 0.12 to 0.08 ppm. The EPA is also splitting the  $PM_{10}$  standard into two subclasses: a fine fraction (less than or equal to 2.5 microns in diameter) and a coarse fraction (greater than 2.5 microns but less than 10 microns in diameter). The annual  $PM_{2.5}$  standard will be set at 15 micrograms per cubic meter, spatially averaged across an area. The 24-hour  $PM_{2.5}$  standard will be based on the 3-year average of the 98th percentile of the 24-hour concentrations measured at each monitoring station. The EPA has proposed an interim policy leaving the existing ozone and  $PM_{10}$  standards in effect until the States submit for EPA approval of new State Implementation Plans that address these new standards. Until that occurs, the existing ozone and  $PM_{10}$  thresholds will remain in effect.

#### Air Pollution Sources

There are two general categories of sources from which air pollutants are generated: mobile sources and stationary sources. In the case of Camarillo Airport, mobile sources refer to those sources which are movable (aircraft, vehicles, and construction vehicles), while above ground fuel storage tanks and solvent usage are assumed to be the primary stationary emission sources. In addition, dust and other pollutants will be generated during the construction period. Per the Regional Water Quality Control Board and the California EPA Department of Toxic Substances Control, the airport has recently removed underground fuel storage tanks and now relies on above ground tanks for all of its aircraft fuel needs. Fueling of aircraft is not conducted at the fuel tanks. On-site aircraft receive fuel via operator fuel trucks which are filled at the fuel tanks.

#### Methodology

To estimate emissions associated with the airport, the Federal Aviation Administration's (FAA) and the United States Air Force's (USAF) Emissions and Dispersion Modeling System (EDMS) and the URBEMISS mobile air quality computer program were utilized. The FAA and USAF jointly developed the EDMS model, which is listed among the EPA's and the FAA's preferred guideline models. The EDMS calculates emissions and dispersion of the pollutants associated with airports, which includes aircraft, vehicular, and stationary emissions. The emissions inventory module calculates aircraft emissions based on EPA and USAF engine emission factors and the number of landing and takeoff cycles both peak-hour and annual. Typical aircraft operations include idling at gates, taxiing, runway queuing, takeoff, climb-out, and approach. Emissions from aircraft takeoffs and landings, vehicle trips, fuel transfers, and solvent use were modeled to determine the amount of emissions being generated, currently and in the future. Pollutants analyzed in the EDMS include Carbon Monoxide (CO), Hydrocarbons (HC), Nitrogen Oxides (NOx), Sulfur Oxides (SOx), and Particulate Matter ( $PM_{10}$ ).<sup>2</sup>

Reactive Organic Compounds (ROC), along with other pollutants such as lead and ozone, were not included in the EDMS modeling system because the data required to include these emissions in terms of aircraft is not available, and there is no approved methodology for estimating aircraft ROC. The Ventura County APCD indicates in its Guidelines for the Preparation of Air Quality Impact Analyses (APCD Guidelines) that ROC and NOx emissions should be analyzed since they act as ozone precursors. Per APCD approval (APCD, Thomas, January 14, 1998), the HC emissions, being similar to ROC in structure, were converted to ROC by the same formula found in the APCD Guidelines for converting Total Organic Gases to ROC. The URBEMISS mobile air quality computer program, which was developed by CARB, was used to calculate vehicle emissions, as recommended by the APCD. All other emission sources were measured with the EDMS modeling system.

Construction emissions were also calculated for the Short Term and Long Range Phases of the Master Plan. These were based on anticipated pollutants that would be generated by exhaust from construction vehicles, construction employee vehicles, and the dust raised during construction activities.

#### Existing and Future Baseline Emissions

Baseline emission inventories for aircraft, ground support equipment, vehicle traffic (trips to and from the airport), and stationary sources (fuel tanks and solvents) associated with the airport in 1998, 2003, and 2018, under the No Action Alternative are based on data from the Airport Master Plan forecast of future operations without any changes in operational procedures. The baseline emissions are provided in Table 4.

<sup>2</sup>  $PM_{10}$  is calculated for stationary sources and motor vehicles only because aircraft generate minimal amounts of  $PM_{10}$ .



POLLUTANT	Existing 1998		Short Term		Long Term		TOTAL	
	CO	NOx	SOx	PM <sub>10</sub>	CO	NOx	SOx	PM <sub>10</sub>
Aircraft	21,359.27	159.51	2.01	11.01	4,561.53	33.86	2.34	12.82
Ground Support Equipment	622.58	38.85	0.25	1.37	24,994.68	185.53	2.34	12.82
Stationary Sources	0.00	0.00	0.00	0.00	133.75	45.70	1.59	0.35
Vehicles	21.00	16.77	0.19	1.02	14.97	2.94	1.17	0.38
TOTAL	4,032.69	215.13	2.45	13.40	25,809.56	45.14	2.84	15.58
Aircraft	21,359.27	159.51	2.01	11.01	6,309.02	45.18	3.09	16.93
Ground Support Equipment	622.58	38.85	0.25	1.37	1,235.51	13.85	0.48	2.63
Stationary Sources	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vehicles	11.62	18.12	0.30	1.66	34,569.97	75.89	2.63	15.93
TOTAL	6,546.09	341.57	3.07	21.22	25,809.56	45.14	2.84	15.58
Aircraft	21,359.27	159.51	2.01	11.01	79.20	0.00	0.00	0.00
Ground Support Equipment	622.58	38.85	0.25	1.37	0.00	0.00	0.00	0.00
Stationary Sources	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vehicles	3.31	18.12	0.30	1.66	0.00	0.00	0.00	0.00
TOTAL	62.34	341.57	3.07	21.22	79.20	0.00	0.00	0.00

Baseline Emissions

TABLE 4

Average daily aircraft operations were calculated by dividing total annual operations by 365 days. Individual aircraft types used in the model were based on the aircraft fleet mix provided in the Noise Study prepared by Coffman Associates for the Camarillo Airport Master Plan. Typical aircraft operations include idling at gates, taxiing, runway queuing, takeoffs, climb-outs, and approaches. The type of aircraft chosen for the emissions modeling was based on Table 3B in the Master Plan, which divides the aircraft at Camarillo Airport into three classifications, as follows:

- Class A: Small single-engine, gross weight 12,500 pounds or less
- Class B: Small twin-engine, gross weight 12,500 pounds or less
- Class C: Large aircraft, gross weight 12,500 pounds to 300,000 pounds

Classes A and B comprise 92 to 95 percent of the air traffic at Camarillo Airport. The amount of fuel transferred from the on-site fuel farm to the aircraft was estimated by the airport operations engineer (Coulson, January 8, 1998).

The traffic study prepared for the Master Plan includes vehicle trips associated with the airport's growth in 1998, 2003, and 2018. Emissions that would be generated by these vehicle trips were estimated with the URBEMISS computer model and are included in Table 4. The URBEMISS default values were used in terms of fleet mix, trip length, and vehicle speed.

Short Term Phase

Overall forecasted Short Term Phase flight operations in 2003 under the No Action scenario are anticipated to increase from the existing 188,344 operations a year to 224,800 operations a year, an increase of 19 percent. The resultant increase in operational emissions is shown on Table 4. This comparison reveals that growth in air traffic by the year 2003 would result in a 3,712.66 pounds per day increase in CO, a 32.20 pounds a day increase in NOx, a 41.02 pounds a day increase in ROC, a 2.18 pounds a day increase in SOx, and a 0.44 pounds per day increase in PM<sub>10</sub> as compared to existing conditions (see Appendix A for calculations). Aircraft activity accounts for approximately 95 percent of the CO emissions, 92 percent of the ROC emissions, and 74 percent of the NOx emissions.

Long Range Phase

Overall forecasted Long Range Phase flight operations are anticipated to increase from the existing 188,344 operations a year to 315,800 operations a year, an increase of 68 percent. Operational emissions in 2018 are shown on Table 4, and, as compared to existing emissions, would result in a 13,772.22 pounds per day increase in CO, a 126.44 pounds per day increase in NOx, a 129.73 pounds per day increase in ROC, a 7.82 pounds per day increase in SOx, and a 2.35 pounds per day increase in PM<sub>10</sub> (calculations are shown in Appendix A).

3 Project-related short-term phase and long-range phase vehicle CO emissions would actually decrease, compared to existing vehicle emissions, due to anticipated improvements in vehicle engine efficiency. These reductions are built into the URBEMISS computer model that was used to calculate vehicle emissions.

### Thresholds of Significance

The APCD Guidelines identify air pollutant emission thresholds of significance for Ventura County. The proposed plan would result in a significant adverse air quality impact if any of the thresholds of significance are exceeded. The following thresholds apply to Camarillo Airport:

- Daily emissions exceeding 25 pounds of ROC or NO<sub>x</sub>;
- A project which causes an exceedance of an ambient air quality standard (State or Federal) or makes a substantial contribution to an existing exceedance of a Federal or State air quality standard, or;
- A project which is inconsistent with the AQMP and which emits greater than two pounds per day of ROC or NO<sub>x</sub>.

As indicated above in the second threshold, project-generated emissions that exceed National or California AQS thresholds would be considered significant. California ambient CO thresholds are more stringent than the Federal standards, as identified in Table 2. A significant impact occurs when the State CO one-hour threshold of 20 ppm or the eight-hour threshold of 9 ppm is exceeded or significantly worsened (the Federal one-hour and eight-hour thresholds are 9 ppm and 35 ppm respectively). Such impacts are typically generated by vehicle traffic, and create what are known as CO "hotspots". In the case where the background ambient concentration already exceeds the State or Federal threshold, a project-generated CO hotspot which exceeds 1 ppm in one hour or exceeds 0.45 ppm in 8 hours is considered significant.

No quantitative thresholds have been established for construction-related emissions by the APCD since such emissions are temporary. The APCD does, however, require implementation of standard construction mitigation measures to prevent excessive amounts of fugitive dust and to reduce ROC and NO<sub>x</sub> emissions.

### Project Impacts

#### Construction Emissions

Intermittent air quality emissions would be generated during construction of the Short Term and Long Range Phase improvements by three basic sources: 1) fugitive dust generated by grading of project site soils (the grading phase of construction typically involve the most construction equipment as well as generating the most fugitive dust); 2) diesel emissions from on-site heavy duty construction vehicles; and 3) gasoline emissions from construction employee vehicles.

#### Short Term Phase

The Master Plan has identified five different improvement periods that would occur during the Short Term Phase. As a worst case scenario, emissions during the grading period of the initial improvement period were estimated, since the amount of land that would be converted or improved (approximately 12.4 acres) would be larger than any other improvement period and therefore generate the most fugitive dust. This initial improvement phase is identified in the Camarillo Airport Master Plan as Exhibit 7A. It should also be noted that the preparation of a fuel farm which is identified in Exhibit 7A of the Master Plan has been completed and was, therefore, not included in the construction emission estimations. As shown in Table 5, maximum daily emissions generated during construction of the Short Term Phase improvements are estimated to be 52.5 pounds of CO, 11.1 pounds of ROC, 77.6 pounds of NO<sub>x</sub>, 6.8 pounds of SO<sub>x</sub>, and 98.5 pounds of PM<sub>10</sub> (calculations are provided in Appendix A).

### Long Range Phase

Construction emissions during the grading period were estimated as a worst case scenario, as the grading period typically generates the most fugitive dust. All Long Range Phase improvements are anticipated to be completed in one period, as identified as Long Range Horizon Improvements, Exhibit 7G in the Camarillo Airport Master Plan, and would include approximately 11.9 acres of land. Table 5 indicates that maximum daily emissions during construction of the Long Range Phase improvements are estimated at 52.5 pounds of CO, 10.7 pounds of ROC, 77.6 pounds of NO<sub>x</sub>, 6.8 pounds of SO<sub>x</sub>, and 98.0 pounds of PM<sub>10</sub> (calculations are shown in Appendix A). These emissions are nearly the same as those identified for the Short Range Phase as they involve similar acreage.

### Total Impact

Both the Short Term and Long Range construction emissions are considered less than significant since no quantitative thresholds have been set by the APCD in terms of short-term construction emissions, although the APCD does recommend mitigation to reduce fugitive dust emissions during construction. Dispersion of fugitive dust off the project site can be a nuisance in that it can settle out on surrounding properties. The fraction of fugitive dust known as fine particulate matter (PM<sub>10</sub>) can cause adverse respiratory effects. Implementation of the construction mitigation measures included below would reduce fugitive dust impacts by approximately 50 percent.<sup>4</sup>

<sup>4</sup> U.S.EPA, Compilations of Air Pollutant Emission Factors, AP-42, Volume 1, page 11.2.4-1.

TABLE 3  
Daily Construction Emissions\*

EQUIPMENT (lbs./day)**	CO	ROC	NOx	SOx	PM <sub>10</sub>
<b>Short Term Phase</b>					
Water Truck	7.2	0.8	16.7	1.8	1.0
Wheeled Dozer	14.4	1.5	33.4	2.8	1.3
Wheeled Loader	4.6	1.8	15.2	1.5	1.4
Motor Grader	1.2	0.3	5.7	0.7	0.5
Employee Vehicles (10)***	25.1	6.7	6.7	NA	1.6
Total	52.5	11.1	77.6	6.7	5.8
<b>Long Range Phase</b>					
Water Truck	7.2	0.8	16.7	1.8	1.0
Wheeled Dozer	14.4	1.5	33.4	2.8	1.3
Wheeled Loader	4.6	1.8	15.2	1.5	1.4
Motor Grader	1.2	0.3	5.7	0.7	0.5
Employee Vehicles (10)***	25.1	6.7	6.7	NA	1.6
Total	52.5	11.1	77.6	6.7	5.8
<b>FUGITIVE DUST FROM PROJECT SITE (pounds/day)****</b>					
Grading			On-Site Vehicles	Dirt Pushing	
<b>Short Term Phase*****</b>	14.8		22.2		55.7
0.56 Acres Disturbed					
<b>Long Range Phase*****</b>	14.3		22.2		55.7
<b>TOTAL DAILY EMISSIONS (pounds/day)</b>					
	CO	ROC	NOx	SOx	PM <sub>10</sub>
<b>Short Term Phase</b>	52.5	11.1	77.6	6.8	98.5
<b>Long Range Phase</b>	52.5	11.1	77.6	6.8	98.0

\* Construction emission factors are from the EPA's Compilation of Air Pollutant Emission Factors (AP-42, Volume II, 1985) and SCAQMD's CEQA Air Quality Handbook.  
 \*\* All construction equipment are assumed to operate on diesel fuel and to operate for an 8-hour workday except for water trucks, which are assumed to operate 4 hours a day.  
 \*\*\* Assumes 20 mile round trip.  
 \*\*\*\* Assumes 7% silt and 2% moisture content. Generation factor = 7.0 lbs. per bulldozer per hour.  
 \*\*\*\*\* 12.4 acres over a one month grading period.  
 \*\*\*\*\* 11.9 acres over a one month grading period.

Operational Emissions

The Camarillo Airport Master Plan analyzed the increase in air traffic attributable to future planning horizon levels of activity. It then determined the airfield and facility improvements necessary to accommodate these levels of activity and to cut down on the increased delay time that would occur with increased air traffic. There is no increase in air traffic directly attributable to these improvements.

As indicated in the traffic study prepared for the Camarillo Airport Master Plan, the City of Camarillo's General Plan States that airport generated traffic volumes under the 2015 General Plan buildout scenario are projected to be the same as existing traffic volumes. Implementation of the improvements identified in the Master Plan is not anticipated to generate an increase in vehicle trips during either the Short Term or Long Range Phases. Therefore, no operational air quality impacts are anticipated as a result of implementation of the Camarillo Airport Master Plan.

The potential for project traffic to generate CO "hotspots" was also considered. The APCD indicates that a CO hotspot screening analysis should be conducted for a project that generates 25 pounds per day of ROC or NOx and which may impact roadway conditions of intersections that are currently operating at or are anticipated to operate at a Level of Service of D, E, or F. Implementation of the Master Plan does not fall under this category. A CO hotspot analysis was therefore not prepared for this analysis.

Consistency With Regional Air Quality Policies  
State Implementation Plan

The Federal Clean Air Act (CAA) requires that each State prepare a State Implementation Plan (SIP) to ensure that areas in attainment of the NAAQS remain in compliance with these standards and that they have a viable plan for non-attainment areas to meet these standards within the time frames mandated by the Clean Air Act Amendment of 1990. The 1990 Amendment to the CAA identifies specific emission reduction goals for not meeting the NAAQS, requires a demonstration of reasonable further progress toward attainment and incorporates additional sanctions for failure to attain or to meet interim milestones. Section 1765(c) of the 1990 CAA States that Federal actions must complete an analysis of whether emissions from a new project would conform to the requirements of the most recent SIP. Final guidelines on how to perform this conformity analysis for general Federal actions were promulgated by the U.S. EPA in 1993, and are codified as 40 CFR 51 Subpart W and 40 CFR 93 Subpart B. The 40 CFR 93 Subpart B applies to Federal agencies until States revise their SIPs to adopt a conformity rule at least as stringent as U.S. EPA's rule (40 CFR 51 Subpart W).

The new conformity rule identifies the *de minimus* level of emissions from a Federal action that would trigger a conformity analysis. Since the project is located in a severe O<sub>3</sub> Federal non-attainment area, the amount of emissions that trigger a conformity analysis would be 25 tons per year of Volatile Organic Compounds and NOx, respectively (Volatile Organic Compounds are considered equivalent to ROC). Since implementation of the Camarillo Airport Master Plan is not anticipated to generate operation emissions, it conforms to the SIP.

**Toxic Air Pollutants**

A review of the Ventura County APCD list of sites using toxic substances indicates that there are no sites within approximately 1/4 mile of the airport. The closest sites to the airport that use toxic substances are two sites, each approximately 2,400 feet north of the airport, that are categorized as "low priority" according to the Air Toxics Hotspots Information and Assessment Act (State of California Assembly Bill (AB) 2588, Health and Safety Code Section 44300 et seq.). AB 2588 provides a toxic substance inventory as part of a public "right to know" program. The sites are G & H Technology, at 750 W. Ventura Boulevard, which last year released 58 pounds per year of methanol, and Sir Speedy Printing, located at 97 Daily Drive, which released 102 pounds a year of isopropyl alcohol in 1997. A recent amendment to AB 2588 exempts facilities categorized as low priority from further compliance with AB 2588. The two sites in question have been exempted from AB 2588 by the Ventura County APCD on this basis and, due to this low priority category, are considered very unlikely to release emissions that would cause a significant adverse health impact.

Existing underground fuel storage tanks at the Camarillo Airport have been replaced with a fuel tank farm as part of the Short Term Phase of the Master Plan. The fuel tank farm is south of the east end of the runway, as shown in Figure 1. Aircraft fuel contains benzene, which is on the EPA's National Emissions Standards for Hazardous Air Pollutants list of chronic toxic contaminants. However, a Phase II Vapor Recovery System, which is in use at the fuel tank farm, substantially reduces the amount of emissions released when fuel is transferred. In addition, prevailing wind patterns in the project area are from the west, thus sending odors and fumes to the east, away from sensitive receptors located south of the airport. There are no other known or anticipated acute or chronic toxic substances that would be associated with the improvements identified in the Master Plan or that are associated with surrounding land uses. Therefore, operation of the tank farm would not make a substantial contribution to any existing chronic or acute airborne toxic threat from surrounding land uses and is not anticipated to result in a threat from acute or toxic air emissions. Furthermore, the airport is, and will continue to be, subject to AB 2588, which requires that facilities collect and make available information regarding the emission of any toxic or hazardous substances.

**SCAG Regional Comprehensive Plan**

The Southern California Association of Governments (SCAG) has developed, with input from representatives of local government, the development community, public health agencies, the EPA, and CARB, guidance on how to assess consistency within the existing general development planning process in the Southern California Air Basin. SCAG's Regional Comprehensive Plan (RCP) identifies regional goals to re-invigorate the region's economy, avoid social and economic inequities and geographical isolation of communities, and maintain the region's quality of life. The Growth Management Chapter of the RCP focuses on the relationship of land use patterns and transportation. The following policies from the Growth Management Chapter are considered relevant to Camarillo Airport:

- 1) Encourage existing or proposed local jurisdiction's programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.
- 2) Encourage subregions to define an economic strategy to maintain the economic vitality of the subregion.
- 3) Encourage local jurisdiction's plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.

- 4) Encourage development in and around activity centers, transportation node corridors, and underutilized infrastructure systems.
- 5) Support local plans to increase the density of future development located at strategic points along the regional commuter rail, transit, and activity centers.
- 6) Encourage patterns of urban development and land use which reduces costs on infrastructure construction and make better use of existing facilities.

Although the proposed project may not necessarily meet the first goal in terms of reducing the need for roadway expansion and reducing auto trips, all the other goals identified above are in keeping with the planned improvements and anticipated growth of the airport. The project would contribute to the economic vitality of the area, improve an area accessible to transit, provide for more development in an activity center, increase the development of a regional commuter center, and make better use of existing facilities.

The Regional Mobility Element of the RCP identifies ways to reduce traffic congestion by promoting Transportation Demand Management Plan programs and encouraging non-motorized trips. Although the proposed project does not provide for these types of programs, the impact of the project in terms of traffic is considered less than significant and, therefore, the impact of the project in terms of the Regional Mobility Element is considered minimal.

**Air Quality Management Plan**

According to the APCD, a project is inconsistent with the 1994 AQMP if it is located in an area that exceeds AQMP population forecasts (APCD Guidelines, page 3-3). AQMP population forecasts are divided into growth areas and are based on population data and forecasts compiled by the Ventura County Planning Department and the Ventura County Organization of Governments. The population projections for these growth areas are regularly updated. The most current projections for the Camarillo Growth Area indicate that it is anticipated to have a population of 72,072 by the year 2005 (Ventura County Planning Department, Wood, January 23, 1998), the closest year to the Short Term Phase buildout date. This falls below AQMP growth projections of 79,340 for the year 2005. Thus the Short Term Phase would be considered less than significant in terms of consistency with the AQMP. The most current projections also show that the Camarillo Growth Area is anticipated to have a population of 78,836 by the year 2020, which falls below AQMP growth projections of 84,280 for the year 2020. Thus the Long Range Phase of the proposed project would also be consistent with the AQMP, resulting in a less than significant impact.

**Mitigation Measures****Construction**

Although the APCD has not established quantitative thresholds for construction-related emissions, the APCD does require the following specific construction mitigation measures to prevent excessive amounts of PM<sub>10</sub>, ROC, and NOx:

- Dust generated by the development activities shall be retained on-site and kept to a minimum by following the dust control measures listed below.
  - During clearing, grading, earth moving, or excavation, water trucks or sprinkler systems shall be used to minimize dust leaving the site and to create a crust after each day's activities cease.

- During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to minimize dust leaving the site. At a minimum, this would include wetting down such areas three times a day, and whenever wind exceeds 15 miles per hour.
- After clearing, grading, earth moving, or excavation is completed, the entire area of disturbed soil shall be treated by watering, revegetating, or spreading soil binders to prevent wind pickup of the soil until the area is paved or otherwise developed so that dust generation will not occur.
- Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.
- Trucks transporting construction debris to or from the site shall be tarped from the point of origin.
- Water or non-toxic soil stabilizers shall be applied, according to manufacturers' specifications, as needed to reduce off-site transport of fugitive dust from all unpaved staging areas and unpaved road surfaces.
- All construction roads internal to the construction site shall be surfaced with base material or decomposed granite, or shall be paved.
- Streets adjacent to the project site shall be swept as needed to remove silt which may have accumulated from construction activities.
- Construction equipment shall be inspected prior to leaving the site and loose dirt shall be washed off with wheel washers as necessary.
- On-site vehicular traffic shall not exceed 15 miles per hour.
- Face masks shall be used by all employees involved in grading or excavation operations during dry periods to reduce inhalation of dust which may contain the fungus which causes San Joaquin Valley Fever.

The following mitigation measure is proposed to reduce short-term ozone precursor (NOx and ROC) emissions that would be generated during the grading and construction phases of the proposed project:

- Best Available Control Technology (BACT) for construction vehicles shall be utilized. BACT measures shall include two degree engine timing retard, high pressure fuel injectors, and reformulated diesel fuel, if available.
- Construction equipment shall be maintained in good condition and in proper tune as per manufacturer's specifications.

#### Operations

Since operational emissions are considered less than significant, no mitigation measures are required.

#### Residual Impacts

Completion of the improvements identified in the Short Term Phase and Long Range Phase of the Master Plan would not generate any operational emissions. The proposed project would therefore not result in an exceedance of APCD thresholds, thus generating a less than significant air quality impact.

#### Conclusion

Construction-related emissions are not considered significant. However, these emissions would be reduced with the implementation of the recommended mitigation measures. No Federal, State, or local air emission thresholds would be exceeded as a result of implementation of the Camarillo Airport Master Plan. The Camarillo Airport Master Plan is also considered consistent with the State Implementation Plan, the SCAG Regional Comprehensive Plan, and the Ventura County APCD Air Quality Management Plan.

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# EDMS 3.01 Emissions Inventory Report

Study Name: camdisex  
 Airport: CAMARILLO      EXISTING  
 Report Date: 01/14/98

## SUMMARY (Tons/Year)

NAME	CO	HC	NOx	SOx	PM10
Aircraft	3,888.068	58.908	29.108	2.007	.000
GSE/AGE	113.621	2.525	7.088	.247	.288
Roadways	22.268	2.385	2.938	.105	.118
Parking Lots	3.327	.388	.114	.003	.008
Stationary	.000	.056	.000	.000	.000
<b>Total</b>	<b>4,037.280</b>	<b>62.270</b>	<b>38.246</b>	<b>2.362</b>	<b>.424</b>

## APPENDIX A Calculations Data

# EDMS 3.0 Dispersion Report

Study Name: camdisex  
 Airport: CAMARILLO EXISTING  
 Report Date: 01/21/98

Dispersion Results for the Time Period : 01/01/01 - 12/31/24 (3760 weather hours)  
 For: 8 receptors, 12 aircraft using configurations  
 0 aircraft on runways, 0 aircraft on taxiways, 7 aircraft at gates,  
 2 stationary sources, 2 parking lots, and 4 roadways

HIGHEST FIVE CONCENTRATIONS IN EACH STANDARD\*

Standard	Hour (mm/dd/yy)	Receptor	Receptor Location (x, y and height)	Conc (µg/m³)	Conc (ppm)
1 Hour CO	1 01/01/01	E_3	3175.01	205.3068072534685	0.17
1 Hour CO	2 01/01/02	E_3	3175.01	205.3068072534685	0.17
1 Hour CO	3 01/01/03	E_3	3175.01	205.3068072534685	0.17
1 Hour CO	4 01/01/04	E_3	3175.01	205.3068072534685	0.17
1 Hour CO	5 01/01/05	E_3	3175.01	205.3068072534685	0.17
8 Hour CO	1 01/01/08	E_3	3175.01	205.3068072534685	0.17
9 Hour CO	2 01/01/09	E_3	3175.01	205.3068072534685	0.17
9 Hour CO	3 01/01/10	E_3	3175.01	205.3068072534685	0.17
8 Hour CO	4 01/01/11	E_3	3175.01	205.3068072534685	0.17
8 Hour CO	5 01/01/12	E_3	3175.01	205.3068072534685	0.17
24 Hour SOx	1 01/01/24	E_3	3175.01	0.0718475396394	0.00
24 Hour SOx	2 01/02/01	E_3	3175.01	0.0718475396394	0.00
24 Hour SOx	3 01/02/02	E_3	3175.01	0.0718475396394	0.00
24 Hour SOx	4 01/02/03	E_3	3175.01	0.0718475396394	0.00
24 Hour SOx	5 01/02/04	E_3	3175.01	0.0718475396394	0.00
24 Hour PM10	1 01/01/24	C_1	24.99	0.0758421592910	0.00

\* Background Concentrations Not Included



# EDMS 3.01 Emissions Inventory Report

# EDMS 3.01 Dispersion Report

Study Name: camdisho

Report Date: 01/23/98

Airport: CAMARILLO

SHORT TERM PHASE

Report Date: 01/14/98

Dispersion Results for the Time Period : 01/01/01 - 12/31/24 (8760 weather hours)

For: 7 receptors, 3 aircraft using configurations  
 2 aircraft on runways, 8 aircraft on taxiways, 7 aircraft at gates,  
 2 stationary sources, 2 parking lots, and 4 roadways

### SUMMARY (Tons/Year)

NAME	CO	HC	NOX	SOX	PM10
Aircraft	4,581,528	65,430	33,358	2,338	.000
GSE/AGE	133,752	2,871	8,338	.288	.353
Roadways	25,294	2,714	3,338	.118	.138
Parking Lots	4,734	.573	.147	.008	.008
Stationary	.000	.057	.000	.000	.000
<b>Total</b>	<b>4,725,308</b>	<b>71,745</b>	<b>45,880</b>	<b>2,752</b>	<b>.485</b>

### HIGHEST FIVE CONCENTRATIONS IN EACH STANDARD\*

Standard	Hour (mm/dd/yy)	Receptor	Receptor Location (x, y and height)	Conc (ug/m <sup>3</sup> )	Conc (ppm)
1 Hour CO	1 01/01/08	E_3	13525.01 3175.01	6.00	237.9646046596900
1 Hour CO	2 01/01/07	E_3	13525.01 3175.01	8.00	237.9646046596900
1 Hour CO	3 01/01/08	E_3	13525.01 3175.01	8.00	237.9646046596900
1 Hour CO	4 01/01/09	E_3	13525.01 3175.01	8.00	237.9646046596900
1 Hour CO	5 01/01/10	E_3	13525.01 3175.01	8.00	237.9646046596900
8 Hour CO	1 01/01/13	E_3	13525.01 3175.01	6.00	237.9646046596900
8 Hour CO	2 01/01/14	E_3	13525.01 3175.01	6.00	237.9646046596900
8 Hour CO	3 01/02/13	E_3	13525.01 3175.01	6.00	237.9646046596900
8 Hour CO	4 01/02/14	E_3	13525.01 3175.01	6.00	237.9646046596900
8 Hour CO	5 01/02/13	E_3	13525.01 3175.01	6.00	237.9646046596900
24 Hour SOx	1 01/01/24	C_1	10799.99 24.99	4.99	0.0431124681145
24 Hour SOx	2 01/02/01	C_1	10799.99 24.99	4.99	0.0431124681145
24 Hour SOx	3 01/02/02	C_1	10799.99 24.99	4.99	0.0431124681145
24 Hour SOx	4 01/02/03	C_1	10799.99 24.99	4.99	0.0431124681145
24 Hour SOx	5 01/02/04	C_1	10799.99 24.99	4.99	0.0431124681145
24 Hour PM10	1 01/01/24	C_1	10799.99 24.99	4.99	0.0461569550960
24 Hour PM10	2 01/02/01	C_1	10799.99 24.99	4.99	0.0461569550960

# EDMS 3.01 Emissions Inventory Report

Study Name: camd/lon  
 Airport: CAMARILLO LONG TERM PHASE  
 Report Date: 01/14/98

## SUMMARY (Tons/Year)

NAME	CO	HC	NOX	SOX	PM10
Aircraft	8,308.020	82.241	45.183	3.088	.000
GSE/AGE	225.482	4.874	13.846	.482	.575
Roadways	38.015	3.885	4.753	.188	.193
Parking Lots	9.805	1.170	.262	.008	.008
Stationary	.000	.054	.000	.000	.000
<b>Total</b>	<b>8,580.322</b>	<b>82.304</b>	<b>64.044</b>	<b>3.748</b>	<b>.777</b>

24 Hour PM10	3	01/02/02	C_1	10789.99	24.99	4.99	0.0491599550960
24 Hour PM10	4	01/02/03	C_1	10789.99	24.99	4.99	0.0491599550960
24 Hour PM10	5	01/02/04	C_1	10789.99	24.99	4.99	0.0491599550960
AAAM for NOx	1	12/31/24	C_1	10789.99	24.99	4.99	1.0004615551778
AAAM for NOx	2	12/31/24	E_3	15525.01	3175.01	6.00	0.60336765306910
AAAM for NOx	3	12/31/24	E_4	13525.01	3224.99	6.00	0.5574455398787
AAAM for NOx	4	12/31/24	E_1	13474.99	3175.01	6.00	0.1674884653484
AAAM for NOx	5	12/31/24	E_2	13474.99	3224.99	6.00	0.1611976388989
AAAM for SOx	1	12/31/24	C_1	10789.99	24.99	4.99	0.0424037860414
AAAM for SOx	2	12/31/24	E_3	13525.01	3175.01	6.00	0.0421368242477
AAAM for SOx	3	12/31/24	E_4	13525.01	3224.99	6.00	0.0410391622938
AAAM for SOx	4	12/31/24	E_1	13474.99	3175.01	6.00	0.0297553155776
AAAM for SOx	5	12/31/24	E_2	13474.99	3224.99	6.00	0.0226412833925
AAAM for PM10	1	12/31/24	C_1	10789.99	24.99	4.99	0.046346855602
AAAM for PM10	2	12/31/24	E_4	15525.01	3224.99	6.00	0.021206770100
AAAM for PM10	3	12/31/24	E_3	15525.01	3175.01	6.00	0.0211986948887
AAAM for PM10	4	12/31/24	B_1	11049.99	299.99	4.99	0.0040729882481
AAAM for PM10	5	12/31/24	A_1	11500.01	1000.01	4.99	0.000707471309

\* Background Concentrations Not Included

# EDMS 3.01 Dispersion Report

Study Name: camdlion  
 Airport: CAMARILLO LONG TERM PHASE  
 Report Date: 01/26/98

Dispersion Results for the Time Period: 01/01/01 - 12/31/24 (8760 weather hours)  
 For: 7 receptors, 0 aircraft using configurations  
 10 aircraft on runways, 30 aircraft on taxiways, 7 aircraft at gates,  
 2 stationary sources, 2 parking lots, and 4 roadways

### HIGHEST FIVE CONCENTRATIONS IN EACH STANDARD\*

Standard	Hour (mm/dd/ht)	Receptor	Receptor Location (x, y and height)	Conc (µg/m <sup>3</sup> )	Conc (ppm)
1 Hour CO	1 01/01/08	E_3	13525.01	385.5987690760354	0.33E
1 Hour CO	2 01/01/09	E_3	13525.01	385.5987690760354	0.33E
1 Hour CO	3 01/01/10	E_3	13525.01	385.5987690760354	0.33E
1 Hour CO	4 01/01/17	E_3	13525.01	385.5987690760354	0.33E
1 Hour CO	5 01/01/18	E_3	13525.01	385.5987690760354	0.33E
8 Hour CO	1 01/01/15	E_3	13525.01	385.2558462126681	0.321
8 Hour CO	2 01/01/19	E_3	13525.01	385.2558462126681	0.321
8 Hour CO	3 01/01/20	E_3	13525.01	385.2558462126681	0.321
8 Hour CO	4 01/01/21	E_3	13525.01	385.2558462126681	0.321
8 Hour CO	5 01/01/22	E_3	13525.01	385.2558462126681	0.321
24 Hour SO <sub>x</sub>	1 01/01/24	E_3	13525.01	0.1537661920685	0.00E
24 Hour SO <sub>x</sub>	2 01/02/01	E_3	13525.01	0.1537661920685	0.00E
24 Hour SO <sub>x</sub>	3 01/02/02	E_3	13525.01	0.1537661920685	0.00E
24 Hour SO <sub>x</sub>	4 01/02/03	E_3	13525.01	0.1537661920685	0.00E
24 Hour SO <sub>x</sub>	5 01/02/04	E_3	13525.01	0.1537661920685	0.00E

Hour	PM10	12/31/24	C_1	10799.99	24.99	4.99	0.1209812218470
24 Hour PM10	3 01/02/02	C_1	10799.99	24.99	4.99	0.1209812218470	
24 Hour PM10	4 01/02/03	C_1	10799.99	24.99	4.99	0.1209812218470	
24 Hour PM10	5 01/02/04	C_1	10799.99	24.99	4.99	0.1209812218470	
AAAM for NO <sub>x</sub>	1 12/31/24	E_3	13525.01	3175.01	8.00	2.2208158727794	
AAAM for NO <sub>x</sub>	2 12/31/24	E_4	13525.01	3224.99	8.00	2.3068008672673	
AAAM for NO <sub>x</sub>	3 12/31/24	C_1	10799.99	24.99	4.99	2.1258629003861	
AAAM for NO <sub>x</sub>	4 12/31/24	E_1	13474.99	3175.01	8.00	1.2787131226320	
AAAM for NO <sub>x</sub>	5 12/31/24	E_2	13474.99	3224.99	8.00	1.2947428803655	
AAAM for SO <sub>x</sub>	1 12/31/24	E_3	13525.01	3175.01	8.00	0.1319721353078	
AAAM for SO <sub>x</sub>	2 12/31/24	E_4	13525.01	3224.99	8.00	0.1297375943088	
AAAM for SO <sub>x</sub>	3 12/31/24	E_1	13474.99	3175.01	8.00	0.0823568009000	
AAAM for SO <sub>x</sub>	4 12/31/24	C_1	10799.99	24.99	4.99	0.0901019473244	
AAAM for SO <sub>x</sub>	5 12/31/24	E_2	13474.99	3224.99	8.00	0.0901000817298	
AAAM for PM10	1 12/31/24	C_1	10799.99	24.99	4.99	0.1027241662481	
AAAM for PM10	2 12/31/24	E_4	13525.01	3224.99	8.00	0.0463811332139	
AAAM for PM10	3 12/31/24	E_3	13525.01	3175.01	8.00	0.0463567274203	
AAAM for PM10	4 12/31/24	B_1	11049.99	298.99	4.99	0.0066501620688	
AAAM for PM10	5 12/31/24	A_1	11500.01	1000.01	4.99	0.0015038570647	

(EDMS 3.0 Dispersion Report)

\* Background Concentrations Not Included

(EDMS 3.0 Dispersion Report)

PROJECT NAME: caairxs Date: 01-20-1998  
 Project Area: South Central Coast (Santa Barbara/San Luis Obispo)  
 Analysis Year: 1999. Temperature (F): 60 Season: Summer  
 EMFAC Version: Emfac7f1.1(12/93)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Tot Trips
Camarillo Airport Existing	1354.0/airport	1	1354

Vehicle Assumptions:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	72.8	1.4	98.3	0.2
Light Duty Trucks	14.3	0.3	99.3	0.4
Medium Duty Trucks	4.3	1.5	98.5	0.0
Heavy Duty Trucks	3.8	21.2	78.8	N/A
Heavy Duty Trucks	3.8	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Travel Conditions:

Trip Length	Residential		Commercial	
	Home-Work	Home-Shop	Work	Non-Work
Started Cold	8.4	3.7	7.4	3.7
Trip Speed	40	40.4	77.8	27.6
Percent Trip	27.0	30	35	35
		17.0		

Project Emissions Report in Lb/Day:

Unit Type	TDS	CO	NOx
Camarillo Airport Existing	13.58	115.05	16.77
TOTALS	13.58	115.05	16.77

Project Emissions Report in Lb/Day (Continued)

Unit Type	FUEL (Gal.)	PM10	SOx
Camarillo Airport Existing	264.9	1.92	1.02
TOTALS	264.9	1.92	1.02

Project Emissions Report in Lb/Day:

Unit Type	TOG	CO	NOx
Camarillo Airport Short Term Phas	10.13	82.00	16.10
<b>TOTALS</b>	<b>10.13</b>	<b>82.00</b>	<b>16.10</b>

Project Emissions Report in Lb/Day (Continued)

Unit Type	FUEL (Gal.)	PM10	SOX
Camarillo Airport Short Term Phas	296.1	2.08	1.17
<b>TOTALS</b>	<b>296.1</b>	<b>2.08</b>	<b>1.17</b>

PROJECT NAME: caairsho Date: 01-20-1993

Project Area: South Central Coast (Santa Barbara/San Luis Obispo)

Analysis Year: 2005 Temperature (F): 60 Season: Summer

EMFAC Version: Emfac71.1(12/93)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Tot Trips
Camarillo Airport Short Term Phas	1524.0/Airport	1	1524

Vehicle Assumptions:

Fleet Mix:	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	72.3	1.5	95.2	2.6
Light Duty Trucks	14.3	2.4	94.8	2.8
Medium Duty Trucks	4.3	5.8	94.2	0.0
Heavy Duty Trucks	3.8	52.3	66.7	N/A
Heavy Duty Trucks	3.8	N/A	N/A	100.0
Motorcycles	0.9	100.0	N/A	N/A

Travel Conditions:

Trip Length	Residential			Commercial	
	Home-Work	Home-Shop	Home-Other	Work	Non-Work
% Started Cold	8.4	3.7	3.8	7.4	3.7
Trip Speed	40	40.2	58.3	77.4	27.2
Percent Trip	27.0	17.0	35	35	35

PROJECT NAME: caairlon Date: 01-20-1998

Project Area: South Central Coast (Santa Barbara/San Luis Obispo)

Analysis Year: 2020 Temperature (F): 90 Season: Summer

EMFAC Version: Emfac741.1(12/93)

Summary of Land Uses:

Unit Type	Trip Rate	Size	Tot Trips
Camarillo Airport Long Term Phase	2170.0/airport	1	2170

Vehicle Assumptions:

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Duty Autos	72.8	1.5	95.9	2.6
Light Duty Trucks	14.3	2.4	94.8	2.8
Medium Duty Trucks	4.3	5.8	94.2	0.0
Heavy Duty Trucks	3.8	22.2	86.7	N/A
Heavy Duty Trucks	3.8	N/A	N/A	100.0
Motorcycles	0.7	100.0	N/A	N/A

Travel Conditions:

	Residential		Commercial	
	Home-Work	Home-Shop	Work	Non-Work
Trip Length	8.4	3.7	7.4	3.7
% Started Cold	88.3	40.2	77.4	27.2
Trip Speed	40	30	35	35
Percent Trip	27.0	17.0	35	35

Project Emissions Report in Lb/Day:

Unit Type	TOG	CO	NOx
Camarillo Airport Long Term Phase	6.10	63.66	18.12
TOTALS	6.10	63.66	18.12

Project Emissions Report in Lb/Day (Continued)

Unit Type	FUEL (Gal.)	PM10	SOx
Camarillo Airport Long Term Phase	421.6	2.73	1.66
TOTALS	421.6	2.73	1.66

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
 HEAVY-DUTY EQUIPMENT EMISSIONS  
 Per Table A9-8-A, CEQA Air Quality Handbook, Nov. 1993  
 Peppertine UCD Camarillo Airport - Short Term Construction

Equipment	Type (G or D)	Number	Usage per day		Emissions in pounds per day					
			in hours	Carbon Monoxide	Reactive Organic Cmpnds	Nitrogen Oxides	Sulfur Oxides	PM10		
Fork Lift - 50 Hp	D	0	8	0.0	0.0	0.0	0.0	#N/A	0.0	
Fork Lift - 175 Hf	D	0	8	0.0	0.0	0.0	0.0	#N/A	0.0	
Water Truck	D	1	4	7.2	0.8	16.7	1.8	1.8	1.0	
Haul Truck	D	0	8	0.0	0.0	0.0	0.0	0.0	0.0	
Concrete Truck	D	0	8	0.0	0.0	0.0	0.0	0.0	0.0	
Tracked Loader	D	0	8	0.0	0.0	0.0	0.0	0.0	0.0	
Tracked Tractor	D	0	8	0.0	0.0	0.0	0.0	0.0	0.0	
Scrapper	D	0	8	0.0	0.0	0.0	0.0	0.0	0.0	
Wheeled Dozer	D	1	8	14.4	1.5	33.4	2.8	1.3	1.3	
Wheeled Loader	D	1	8	4.6	1.8	15.2	1.5	1.4	1.4	
Wheeled Tractor	D	0	8	0.0	0.0	0.0	0.0	0.0	0.0	
Roller	D	0	8	0.0	0.0	0.0	0.0	0.0	0.0	
Motor Grader	D	1	8	1.2	0.3	5.7	0.7	0.5	0.5	
Miscellaneous	D	0	8	0.0	0.0	0.0	0.0	0.0	0.0	
			Total:	27.4	4.4	70.9	6.7	4.2		

Number of days operating/week: 5 Averaged Daily lbs operating/quarter: 19.6  
 65 Quarterly tons 0.9

Thresholds (SCAQMD, Nov. 1993) Daily, lbs 550  
 SCAB/Coachella Valley Quarter, tons 24.75  
 (No threshold in Ventura County)

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
 HEAVY-DUTY EQUIPMENT EMISSIONS  
 Per Table A9-8-A, CEQA Air Quality Handbook, Nov. 1993  
 Peppertine UCD Camarillo Airport - Long Term Construction

Equipment	Type (G or D)	Number	Usage per day		Emissions in pounds per day					
			in hours	Carbon Monoxide	Reactive Organic Cmpnds	Nitrogen Oxides	Sulfur Oxides	PM10		
Fork Lift - 50 Hp	D	0	8	0.0	0.0	0.0	0.0	#N/A	0.0	
Fork Lift - 175 Hf	D	0	8	0.0	0.0	0.0	0.0	#N/A	0.0	
Water Truck	D	1	4	7.2	0.8	16.7	1.8	1.8	1.0	
Concrete Truck	D	0	8	0.0	0.0	0.0	0.0	0.0	0.0	
Tracked Loader	D	0	8	0.0	0.0	0.0	0.0	0.0	0.0	
Tracked Tractor	D	0	8	0.0	0.0	0.0	0.0	0.0	0.0	
Scrapper	D	0	8	0.0	0.0	0.0	0.0	0.0	0.0	
Wheeled Dozer	D	1	8	14.4	1.5	33.4	2.8	1.3	1.3	
Wheeled Loader	D	1	8	4.6	1.8	15.2	1.5	1.4	1.4	
Wheeled Tractor	D	0	8	0.0	0.0	0.0	0.0	0.0	0.0	
Roller	D	0	8	0.0	0.0	0.0	0.0	0.0	0.0	
Motor Grader	D	1	8	1.2	0.3	5.7	0.7	0.5	0.5	
Miscellaneous	D	0	8	0.0	0.0	0.0	0.0	0.0	0.0	
			Total:	27.4	4.4	70.9	6.7	4.2		

Number of days operating/week: 5 Averaged Daily lbs operating/quarter: 19.6  
 65 Quarterly tons 0.9

Thresholds (SCAQMD, Nov. 1993) Daily, lbs 550  
 SCAB/Coachella Valley Quarter, tons 24.75  
 (No threshold in Ventura County)

PARTICULATE MATTER EMISSIONS

Camarillo Airport Short Term Phase

**Dirt Piling**  
 Mean wind speed 5 mph  
 Moisture content 2 %  
 Amount of dirt 0 lbs/day  
 PM10 Emissions 0.0 lbs/day

Note: Moisture Content  
 Dry 2%  
 Moist 15%  
 Wet 50%

**Dirt Pushing (per bulldozer)**  
 Silt Content 7 %  
 Moisture Content 2 %  
 Hours Operating 8  
 PM10 Emissions 55.7 lbs/day

**Wind Erosion of Storage Piles**  
 Silt Content 7 %  
 Days with >0.01" rain 1  
 % Time wind speeds > 12 mph 2.5 %  
 Acreage of piles 0  
 PM10 Emissions 0.0 lbs/day

**Haul Road Vehicle Travel on Dirt Roads**  
 Surface Silt Load 10 %  
 Mean Vehicle Speed 15 mph  
 Mean Number of Wheels 4  
 Mean Vehicle Weight 30 tons

**DAILY**  
 Vehicle Miles Traveled 5 miles  
 PM-10 Emissions 22.2 lbs/day

**ANNUALIZED**  
 Days with >0.01" rain 30  
 Daily Vehicle Miles Traveled 0 miles  
 Days Operating/Year 0 days  
 PM-10 Emissions 0.00 tons/year

**Grading Emissions**  
 ACREAGE BASIS

Acreage 0.55 per day  
 PM10 Emissions 14.8 lbs/day

**VEHICLE MILES BASIS**  
 Vehicle Miles Traveled 0 miles  
 Vehicle Speed 0 mph  
 PM10 Emissions 0.0 lbs

Methodology Source: EPA AP-42, 1995

PARTICULATE MATTER EMISSIONS

Camarillo Airport Long Range Phase

**Dirt Piling**  
 Mean wind speed 5 mph  
 Moisture content 2 %  
 Amount of dirt 0 lbs/day  
 PM10 Emissions 0.0 lbs/day

Note: Moisture Content  
 Dry 2%  
 Moist 15%  
 Wet 50%

**Dirt Pushing (per bulldozer)**  
 Silt Content 7 %  
 Moisture Content 2 %  
 Hours Operating 8  
 PM10 Emissions 55.7 lbs/day

**Wind Erosion of Storage Piles**  
 Silt Content 7 %  
 Days with >0.01" rain 1  
 % Time wind speeds > 12 mph 2.5 %  
 Acreage of piles 0  
 PM10 Emissions 0.0 lbs/day

**Haul Road Vehicle Travel on Dirt Roads**  
 Surface Silt Load 10 %  
 Mean Vehicle Speed 15 mph  
 Mean Number of Wheels 4  
 Mean Vehicle Weight 30 tons

**DAILY**  
 Vehicle Miles Traveled 5 miles  
 PM-10 Emissions 22.2 lbs/day

**ANNUALIZED**  
 Days with >0.01" rain 30  
 Daily Vehicle Miles Traveled 0 miles  
 Days Operating/Year 0 days  
 PM-10 Emissions 0.00 tons/year

**Grading Emissions**  
 ACREAGE BASIS

Acreage 0.54 per day  
 PM10 Emissions 14.3 lbs/day

**VEHICLE MILES BASIS**  
 Vehicle Miles Traveled 0 miles  
 Vehicle Speed 0 mph  
 PM10 Emissions 0.0 lbs

Methodology Source: EPA AP-42, 1995





# ASSOCIATED TRANSPORTATION ENGINEERS

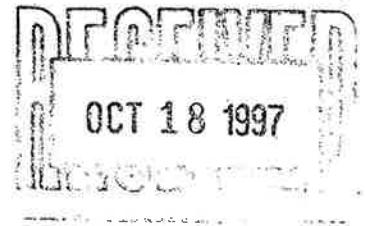
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Maynard Keith Franklin, P.E.  
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Scott A. Schell, AICP

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July 3, 1997

97069R01.LTR

Ms. Kari Gialketsis, Environmental Planner  
County of Ventura  
Department of Airports  
555 Airport Way  
Camarillo, California 93010

## ***TRAFFIC RELATED INITIAL STUDY ITEMS FOR THE CAMARILLO AIRPORT MASTER PLAN - CITY OF CAMARILLO, CALIFORNIA***

Associated Transportation Engineers (ATE) has completed the traffic analysis for the Camarillo Airport Master Plan. The components of the Master Plan generally involve the upgrading, replacing or expanding airfield facilities (i.e. runways, taxiways, hangars, tie-downs). The traffic analysis includes trip generation for the Master Plan's Short-Term, Intermediate-Term and Long Range scenarios. Potential impacts are identified based on City thresholds and improvements are recommended where applicable. It is our understanding that this analysis will be used to complete the Initial Study for the Camarillo Airport Master Plan.

### **TRIP GENERATION**

Table 1 shows the average daily, A.M. and P.M. peak hour trip generation estimates for the Short-Term, Intermediate-Term and Long Range project scenarios. The planning horizons are used to emphasize that the Master Plan will be developed as demand-based plan rather than a time-based plan. Therefore for traffic forecasting purposes, it is assumed that the Intermediate-Term scenario would reflect a 10-15 year planning horizon, while the Long Range scenario would assume full buildout of the airport beyond 20 years. A detailed spreadsheet showing the trip generation calculations is attached for reference. The Intermediate-Term scenario includes trips from the Short-Term scenario, likewise, the Long Range scenario includes trips from the Short-Term and Intermediate-Term scenarios. Trip generation rates for the project were obtained from the ITE Trip Generation Manual.<sup>1</sup>

<sup>1</sup> Trip Generation, Institute of Transportation Engineers, Fifth Edition, Washington D.C., Updated February 1995.

**Table 1  
Project Trip Generation**

Land Use	Size	ADT	A.M. Peak Hour			P.M. Peak Hour		
		Trips	In	Out	Total	In	Out	Total
<b>EXISTING (1994)</b>								
Airfield Operations	523 Flights/Day	1,354	88	69	157	113	122	235
<b>SHORT-TERM</b>								
Airfield Operations (net-added to exist.)	66 Flights/Day	170	11	9	20	14	15	29
<b>INTERMEDIATE-TERM</b>								
Airfield Operations (net-added to exist.)	149 Flights/Day	385	25	20	45	32	35	67
<b>LONG RANGE</b>								
Airfield Operations (net-added to exist.)	315 Flights/Day	816	53	42	95	68	74	142

As shown in Table 1, the Master Plan's Short-Term scenario will generate approximately 170 average daily, 20 A.M. and 29 P.M. peak hour trips. The Intermediate-Term scenario will generate 385 daily, 45 A.M. and 67 P.M. peak hour trips. Finally, the Long Range scenario will generate approximately 816 daily, 94 A.M. and 142 P.M. peak hour trips. Although other land uses exist adjacent to the airport (i.e., Sheriff's Academy, County Department of Airports, Fire Department Administration, and an industrial/business park), based on discussions with the County Department of Airports, no growth or expansion of these land uses are expected to occur in the future.

The Master Plan's Long Range scenario trip generation estimates were compared to the volumes assumed in the City's Traffic Model to determine if there would be a significant change from the 2015 General Plan Buildout scenario. In comparing the City's modelled existing and future densities of the airport, no growth is expected to occur. Based on the model trip rates, the model generates approximately 11,040 daily, 867 A.M. and 905 P.M. peak hour trips under existing and General Plan Buildout conditions. According to these rates, the City anticipated a higher volume of traffic at the airport than what is currently being generated. Based on a recent June 1997 P.M. peak hour count, approximately 453 trips are generated by the airport and adjacent land uses. In comparison, the proposed Master Plan is forecast to generate 8,870 daily, 616 A.M. and 528 P.M. peak hour trips (Existing + Long Range) *less* than the number of trips forecast in the City's model (2015 General Plan Buildout).

## TRIP DISTRIBUTION AND ASSIGNMENT

Project-generated traffic volumes for each of the study scenarios were distributed to the study-area roadways and intersections based on existing traffic flows in the immediate area. Table 2 illustrates the breakdown of the trip distribution percentages on the study-area roadways. Once distributed, the traffic generated by each of the Master Plan scenarios were assigned to the study-area network.

**Table 2**  
**Project Trip Distribution**

Roadway	Percentage
U.S. Highway 101 - North	9%
U.S. Highway 101 - South	12%
Las Posas Road - North	33%
Las Posas Road - South	3%
Pleasant Valley Road - East	12%
Pleasant Valley Road - West	20%
East Fifth Street - West	1%
Ventura Boulevard - East	10%
<b>Total</b>	<b>100%</b>

## POTENTIAL IMPACTS

The City of Camarillo traffic impact thresholds were used to assess the significance of traffic impacts generated by the project. These thresholds require that existing + background project traffic conditions be used as the baseline scenario for determining project-specific traffic impacts. The following text presents the City's impact criteria.

**Roadways.** Project-specific roadway impacts are determined based on the operation of the study-area street system under baseline and baseline + project traffic conditions.

**Intersections.** Project impacts are significant and must be mitigated if they exceed the threshold criteria listed in the following table. Mitigation measures must provide a level of service equal to or better than base conditions (baseline scenario).

**Table 3  
City of Camarillo Intersection Threshold Criteria**

Baseline + Project Level of Service	Critical Project-Added Peak Hour Trips
LOS D	30 Trips
LOS E	20 Trips
LOS F	10 Trips

**BASELINE LEVELS OF SERVICE**

Baseline levels of service for the study-area intersections were obtained from recent traffic studies performed in the City. The City of Camarillo has completed the improvement project for the Las Posas Road/Highway 101 SB Ramps. The improvement project has improved the intersection from LOS F to LOS D. Table 4 shows the baseline P.M. peak hour levels of service for the study-area.

**Table 4  
Baseline P.M. Peak Hour Intersection Levels of Service**

Intersection	Baseline Scenario		Short-Term Scenario		Intermediate Scenario	
	ICU	LOS	Project Critical Trips	Potential Impact?	Project Critical Trips	Potential Impact?
Las Posas Rd/Daily Dr	0.97	LOS E	4	NO	11	NO
Las Posas Rd/Hwy 101 NB Ramps	0.76	LOS C	7	NO	15	NO
Las Posas Rd/Hwy 101 SB Ramps	0.87	LOS D	11	NO	25	NO
Los Posas Rd/Pleasant Vly Rd	0.76	LOS C	14	NO	30	NO
Los Posas Rd/East Fifth St	0.79	LOS C	1	NO	3	NO

Based on the above criteria, the Master Plan would not impact the study-area intersections in the Short-Term and Intermediate-Term scenarios as it does not exceed the City's project-added critical trip thresholds. The Las Posas Road/Daily Drive and Las Posas Road/Highway 101 SB Ramps intersections may be potentially impacted by the Master Plan during the P.M. peak hour in the Long-Range scenario as they exceed the City's impact threshold by adding 22 and 54 critical trips, respectively.

## **OFF-SITE IMPROVEMENTS**

With an agreement between the County of Ventura and the City of Camarillo, potential impacts by the Camarillo Airport Master Plan could be offset by providing the necessary right-of-way on Pleasant Valley Road for the City's General Plan Buildout improvements. As indicated previously, the City traffic model forecasts more traffic in the year 2015, than what is proposed in the Master Plan for the Long Range scenario. The City has programmed 2015 street network improvements based on the forecast traffic volumes in the model. According to City's programmed improvements, Pleasant Valley Road is planned to have two travel lanes in each direction from the western boundary of the airport to Las Posas Road. Currently, the both sides of Pleasant Valley Road, adjacent to the airport, are unimproved. Also, Las Posas Road is planned to have three travel lanes in each direction between Highway 101 and Pleasant Valley Road.

## **CONSTRUCTION OF MASTER PLAN PROJECTS**

The construction related to the Master Plan is generally upgrading, replacing or expanding airfield facilities (i.e. runways, taxiways, hangars, tie-downs). Each project is relatively small with respect to the number of persons and/or material requirements that would create traffic. Therefore, there are no significant traffic effects related to the construction of the various projects envisioned in the Airport Master Plan.

## **PEDESTRIAN AND BICYCLE FACILITIES**

The Airport Master Plan does not propose any facilities that would affect the off-site pedestrian or bicycle traffic on the City's transportation network. The City of Camarillo's improvement of Pleasant Valley Road to its planned section will improve the pedestrian and bicycle facilities in the airport area.

## **SUMMARY AND CONCLUSIONS**

In summary, the proposed Camarillo Airport Master Plan is expected to generate approximately 170 average daily, 20 A.M. and 29 P.M. peak hour trips in the Short-Term scenario. The Intermediate-Term scenario will generate 385 daily, 45 A.M. and 67 P.M. peak hour trips, while the Long Range scenario will generate approximately 816 daily, 95 A.M. and 142 P.M. peak hour trips. Based on the project trip generation and distribution, the intersections of Las Posas Road/Daily Drive and Las Posas Road/Highway 101 SB Ramps would be potentially impacted in the Long Range scenario. The City has programmed improvements for 2015 to widen Pleasant Valley Road to 4-lanes and widen Las Posas Road to 6-lanes. By providing the necessary right-of-way along Pleasant Valley Road for the City's Buildout street network, the potential impacts of the Master Plan would be mitigated to a level of insignificance.

This concludes our traffic analysis for the Camarillo Airport Master Plan Initial Study.

Associated Transportation Engineers



By: Richard L. Pool, P.E.  
President



DMP

Attachments: Trip Generation Spreadsheet

### Project Trip Generation

Land Use	Size	Daily		A.M. Peak Hour			P.M. Peak Hour					
		Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total	
<b>EXISTING</b>												
Airfield	523 Flights/Day	2.59	1,354	0.30	88	69	157	0.45	113	122	235	
<b>SHORT-TERM</b>												
Airfield (net-added above existing)	66 Flights/Day	2.59	170	0.30	11	9	20	0.45	14	15	30	
<b>INTERMEDIATE-TERM</b>												
Airfield (net-added above existing)	149 Flights/Day	2.59	385	0.30	25	20	45	0.45	32	35	67	
<b>LONG-RANGE</b>												
Airfield (net-added above existing)	315 Flights/Day	2.59	816	0.30	53	42	94	0.45	68	74	142	





## **Appendix H**

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# NOTICE OF HEARING ENVIRONMENTAL REPORT REVIEW COMMITTEE

The next meeting of the Ventura County Environmental Report Review Committee (ERRC) will be held on *Wednesday, June 9, 1999* at 2:00 p.m. in the Multi-Purpose Room, *Third Floor, Hall of Administration*, 800 South Victoria Avenue, Ventura, CA 93009.

Persons interested in viewing Environmental Impact Reports scheduled for review may obtain a copy at the Resource Management Agency/Planning Division information counter (for all private and public projects).

A decision by the Committee can not be appealed to the Board of Supervisors except for decision related to the type of environmental document.

  
Pam Greenway, Recording Secretary  
Environmental Report Review Committee

## A G E N D A

1. Public Testimony on Items Not Appearing on the Agenda  
(Five minute time limit)
2. Approval of minutes of May 19, 1999
3. Draft Environmental Assessment/Environmental Impact Report for Master Plan Update at Camarillo Airport, Camarillo, CA.

Ventura County Department of Airports has prepared a Draft Environmental Assessment/Environmental Impact Report (EA/EIR) to examine the environmental consequences of implementing the *Draft Airport Master Plan Update* for Camarillo Airport, including landside improvements and development. The Federal Aviation Administration is the Lead Agency under the National Environmental Policy Act. The Ventura County Department of Airports is the Lead Agency under the California Environmental Quality Act. The Ventura County Board of Supervisors will be responsible for certifying the EIR element of this document.

The Draft EA/EIR examines the environmental consequences of projects which would enhance safety and security and accommodate future aviation demand at the airport by (1) installation of perimeter security fencing; (2) stormwater drainage improvements; (3) consolidated fuel farm development; (4) construction of a taxiway parallel to the east ramp with marking and lighting; (5) reconstruction of various ramps and roads on-site; (6) constructing 63 T-hangars and relocating 35 port-a-port hangars; (7) construct parallel taxiway to Runway 8-26; (8) constructing 23 executive hangars (privately funded); (9) other various long-term improvements including improving drainage, safety areas, lighting, marking and striping; construct and relocate additional hangars, parking aprons and helicopter operations on north side of runway, as needed. These improvements are in accordance with the FAA-approved Airport Layout Plan. Other alternatives evaluated in the study include: various landside development plans to accommodate the same objectives at Camarillo Airport, transferring service to another airport, construction of a new airport, and no action (no project). No significant unmitigatable adverse impacts were identified in the analysis.

Environmental Coordinator - Kari Gialketsis

4. **Adjourn**

IF YOU CHALLENGE THE ACTION TAKEN ON ITEM 3 IN COURT, YOU MAY BE LIMITED TO RAISING ONLY THOSE ISSUES YOU OR SOMEONE ELSE RAISED AT THE PUBLIC HEARING DESCRIBED IN THIS NOTICE, OR IN WRITTEN CORRESPONDENCE DELIVERED TO THE VENTURA COUNTY PLANNING DIVISION, AT OR PRIOR TO THE PUBLIC HEARING.

OFFICE OF THE COUNTY  
CLERK AND RECORDER:

Clerk, Board of Supervisors  
County Clerk  
Elections  
Recorder



*lv*

CLERK, BOARD OF  
SUPERVISORS DIVISION  
Peggy A. Higgins  
Assistant Clerk  
Hall of Administration, 4th Floor  
800 South Victoria Avenue  
Ventura, CA 93009-1920  
Phone: (805) 654-2251  
FAX: (805) 677-8711

**RICHARD D. DEAN**  
COUNTY CLERK AND RECORDER

**May 26, 1999**

**DEPARTMENT OF AIRPORTS**

Enclosed is one (1) Notice of Availability document which has been filed with the Clerk of the Board of Supervisors and posted for 30-days pursuant to Section 21152 (c) of the Public Resources Code.

**RICHARD D. DEAN**  
County Clerk and Recorder

*Karel Placencia*

By Karel Placencia  
Deputy

enclosure(s)

RECEIVED

MAY 28 1999

DEPT. OF AIRPORTS

REGISTER TO VOTE — THEN VOTE

H-2

FILED

county of ventura  
DEPARTMENT OF AIRPORTS

APR 21 1999

RICHARD D. DEAN, County Clerk

555 Airport Way ♦ Camarillo, CA 93010 ♦ (805) 388-4274 ♦ Fax: (805) 388-4366

By *Kare Placencia*  
Deputy County Clerk

**NOTICE OF AVAILABILITY/PUBLIC HEARING**

**DRAFT ENVIRONMENTAL ASSESSMENT/ENVIRONMENTAL IMPACT  
REPORT FOR MASTER PLAN UPDATE AT CAMARILLO AIRPORT,  
CAMARILLO, CALIFORNIA**

Ventura County Department of Airports has prepared a Draft Environmental Assessment/ Environmental Impact Report (EA/EIR) to examine the environmental consequences of implementing the *Draft Airport Master Plan Update* for Camarillo Airport, including landside improvements and development. The Federal Aviation Administration is the Lead Agency under the National Environmental Policy Act. The Ventura County Department of Airports is the Lead Agency under the California Environmental Quality Act. The Ventura County Board of Supervisors will be responsible for certifying the EIR element of this document.

The Draft EA/EIR examines the environmental consequences of projects which would enhance safety and security and accommodate future aviation demand at the airport by (1) installation of perimeter security fencing; (2) stormwater drainage improvements; (3) consolidated fuel farm development; (4) construction of a taxiway parallel to the east ramp with marking and lighting; (5) reconstruction of various ramps and roads on-site; (6) constructing 63 T-hangars and relocating 35 port-a-port hangars; (7) construct parallel taxiway to Runway 8-26; (8) constructing 23 executive hangars (privately funded); (9) Other various long-term improvements including improving drainage, safety areas, lighting, marking and striping; construct and relocate additional hangars, parking aprons and helicopter operations on north side of runway, as needed. These improvements are in accordance with the FAA-approved Airport Layout Plan. Other alternatives evaluated in the study include: various landside development plans to accommodate the same objectives at Camarillo Airport, transferring service to another airport, construction of a new airport, and no action (no project). No significant unmitigatable adverse impacts were identified in the analysis.

**PUBLIC REVIEW PERIOD AND LOCATION:** The public review period for the Draft Environmental Assessment/Environmental Impact Report is from April 21 through June 5, 1999. Copies of the draft document are available for review at the Ventura County Department of Airports administrative offices at 555 Airport Way in Camarillo; at the Camarillo Public Library at 3100 Ponderosa Drive, Camarillo, California; and at the Ventura County Resource Management Agency at 800 S. Victoria Avenue, Ventura, California. Written comments on the Draft EA/EIR may be sent to Kari Gialketsis, Environmental Coordinator, at the airport address indicated above, or call 805/ 388-4235 for more information before June 5, 1999.

**PUBLIC HEARING:** A public hearing on the Draft EA/EIR will be held by the Ventura County Environmental Report Review Committee on Wednesday, June 9, 1999 at 2:00 p.m. in Room 344 (multi-purpose room), Third Floor, Hall of Administration, 800 S. Victoria Avenue, Ventura, California. At the public hearing, the public will be afforded the opportunity to present oral or written comments related to the project. **ALL ORAL COMMENTS WILL BE RECORDED FOR THE RECORD.**

POSTED  
4/21/99 - 5/26/99  
RICHARD D. DEAN, County Clerk  
By *Kare Placencia*  
Deputy

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# CERTIFIED COPY

1 A P P E A R A N C E S:

2

3 CRAIG MORGAN, Fire Department  
4 MELINDA TALENT, Environmental Health  
5 CHUCK THOMAS, APCD  
6 BRUCE SMITH, Planning  
7 JIM FULLMER, Agricultural Commission

8 REPORTER'S TRANSCRIPT OF PROCEEDINGS,

9 taken at 800 South Victoria Avenue, Administration  
10 Building, Room 344, Ventura, California, commencing  
11 2:00 p.m., Wednesday, June 9, 1999, before TAMARA LOWEN,  
12 CSR No. 8935.

13 COUNTY OF VENTURA  
14 DEPARTMENT OF AIRPORTS  
15 BY: ROD MURPHY  
16 555 Airport Way  
17 Camarillo, California 93010  
18 (805) 388-4200

19 COFFMAN ASSOCIATES  
20 AIRPORT CONSULTANTS  
21 BY: KATHRYN W. MAY  
22 11022 North 28th Drive, Suite 240  
23 Phoenix, Arizona 85029  
24 (602) 993-6999

25 Also Present:

KARI GIALAKETSIS

FILE NO. 36434

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1 VENTURA, CALIFORNIA; WEDNESDAY, JUNE 9, 1999;  
2 2:00 P.M.

3 ---o0o---

4  
5  
6 MR. SMITH: Okay. We will go ahead and begin  
7 the June 9th, 1999 meeting of the county's environmental  
8 report review committee. Those who may not have  
9 attended one of our meetings before, let me first of all  
10 say what our purpose is and what our procedure will be  
11 for today.

12 The purpose of this committee is to  
13 review draft environmental impact reports, to take  
14 public testimony regarding those reports and then  
15 ultimately to make a recommendation to the  
16 decision-making body as to the technical adequacy of  
17 those documents under California Environmental Quality  
18 Act, CEQA Guidelines, and the county's administrative  
19 supplement CEQA.

20 The procedure that we will use today is  
21 that on -- and apparently we only have one item on the  
22 agenda, so for that item on the agenda, I will ask staff  
23 for any summary or prefacing remarks, I will then ask  
24 the committee members if they have any initial questions  
25 or comments they'd like to make, I will then open it up

1 to public testimony. If you wish to testify today,  
2 please be recognized by myself, proceed to the podium  
3 and state your name and address for the record. We are  
4 taping today's proceedings.

5 At the conclusion of all public  
6 testimony, I will close a portion of the hearing and ask  
7 that this committee deliberate and make a motion of  
8 recommendation or subsequent actions. So unless there  
9 is any questions as to our purpose and procedure, I'll  
10 simply move into today's agenda.

11 Okay. Item number one is public  
12 testimony on items not appearing on the agenda. Is  
13 there any such testimony? Apparently not.

14 Item number two is approval of the  
15 minutes of May 19, 1999.

16 MR. THOMAS: Move for approval.

17 MR. FULLMER: Second.

18 MR. SMITH: Motion for approval and a second.

19 Do we have any comments or questions or  
20 corrections? Hearing none, any objections to the  
21 motion? Hearing none, the item -- the minutes stand  
22 approved.

23 Item number three is a draft  
24 environmental assessment/environmental impact report for  
25 the master plan update at Camarillo Airport.



1 Kari, are you giving the --  
2 MS. GIALKETSIS: Yes.  
3 MR. SMITH: -- presentation? Okay. Thank you.  
4 MS. GIALKETSIS: Kari Gialketsis. I'm land use  
5 consultant, that served as environmental coordinator for  
6 this draft ER preparation. Since Bruce already touched  
7 on the purpose of the meeting, I'll just say that it's  
8 the public hearing today for the draft ER for the  
9 Camarillo Airport master plan.

10 The draft document was circulated for a  
11 45-day review period that began April 25th and ended  
12 June 5th. However, the state clearing house review  
13 period will end on this Friday, June 11th. Copies of  
14 the document were mailed directly to each responsible  
15 agency. Additional copies were also available for  
16 review at the Camarillo Library and at the Ventura  
17 County Resource Management Agency. Notice of the public  
18 review period and this hearing was published in the  
19 Ventura County Star on May 19th and posted at the  
20 government center for the required 30 days from April  
21 21st through May 26th.

22 As of this date, we've received three  
23 written comments, one from the Southern California  
24 Association of Governments dated May 18th, one from the  
25 City of Camarillo dated June 4th and one from Cal Trans

5

1 District Seven that we received today and is dated  
2 May 25th. And we'll address -- you should have copies  
3 of each of those letters in front of you. And we'll  
4 address those concerns here in a few minutes.  
5 At this point, I'm going to let Kate May,  
6 of Coffman Associates, who prepared the draft  
7 environmental document, to summarize the conclusions of  
8 that document.

9 MS. MAY: Good afternoon.

10 Before beginning of the -- a review of  
11 the EA/EIR, its findings and an initial response to  
12 comments received to date, as a housekeeping measure,  
13 it's important that I read a statement into the record  
14 that identifies that this hearing is also serving as the  
15 public hearing under the National Environmental Policy  
16 Act. This was identified in the public hearing notice  
17 and needs to be reiterated here. With your permission.

18 MR. SMITH: (Gestures.)

19 MS. MAY: This hearing is being conducted in  
20 accordance with Part 152 of the Federal Aviation  
21 Regulations. The purpose of this hearing is to consider  
22 the economic, social and environmental effects of the  
23 proposed facility improvements at Camarillo Airport and  
24 to determine the consistency of that action with the  
25 goals and objectives of local land use plans, policies

6

1 and controls.  
2 A draft environmental  
3 assessment/environmental impact report concerning the  
4 proposed project has been prepared and was made  
5 available for public examination 45 days prior to this  
6 hearing.  
7 Persons present at this hearing will be  
8 offered an opportunity to present oral or written  
9 comments concerning the environment  
10 assessment/environmental impact report and the proposed  
11 airport's improvements. All comments will be recorded  
12 and transcribed. For the record, this afternoon's  
13 meeting is intended to be an opportunity to have  
14 comments considered by the Federal Aviation  
15 Administration and the Ventura County Board of  
16 Supervisors prior to their environmental review of this  
17 project. Thank you.

18 To begin, in the review of the EA/EIR,  
19 I'd like to go over the format and approach to the  
20 document because it is a joint document under both NEPA  
21 and CEQA. As such, there are two lead agencies and two  
22 required approaches. The FAA is the lead agency under  
23 NEPA. Their guidelines on the preparation of  
24 environmental documents requires that the proposed  
25 action be compared to the no action alternative.

1 Throughout the report there are references to this  
2 comparison as the NEPA analysis.  
3 Ventura County is the lead agency under  
4 CEQA. Adopted CEQA guidelines require that  
5 environmental documents compare the proposed action to  
6 the existing condition. Throughout the report, this  
7 comparison is referred to as the CEQA analysis. CEQA  
8 specifically requires consideration of the direct and  
9 indirect impacts, as well as short-term, which they  
10 define as construction-related; and long-term impacts,  
11 which are defined as operational-related.  
12 Construction-related impacts are  
13 discussed under separate header, as required by the FAA.  
14 Operational or long-term impacts, both direct and  
15 indirect, are identified under each environmental  
16 category evaluated. Cumulative impacts, which is also  
17 required under CEQA, are specifically called out in the  
18 document under each environmental category.  
19 Would you like me to review a summary of  
20 the proposed action?

21 MR. SMITH: Yes, please.

22 MS. MAY: Okay. The proposed action under CEQA  
23 is the implementation of the improvement program as  
24 identified in the draft airport master plan for  
25 Camarillo Airport, hereafter referred to as the draft

1 master plan. Under NEPA, the proposed action represents  
2 just those items identified for the first five years.  
3 NEPA documents have a limited shelf life of three to  
4 five years, hence further evaluation would need to occur  
5 prior to implementing some of the long-range  
6 improvements items. As I reference short-term projects  
7 here, I am referencing those projects in the first five  
8 years.

9 The primary projects identified in the  
10 short-term include construction of 63 T-hangars and 23  
11 executive hangars; relocation of 35 port-a-ports;  
12 construction of phase one of the proposed parallel  
13 taxiway; construction of the parallel taxiway to the  
14 east ramp; pavement management and maintenance items,  
15 such as slurry seals, overlays and reconstruction of  
16 pavement areas; facility maintenance items, such as  
17 perimeter fencing, lighting, signage, storm drain  
18 systems and replacing the rotating beacon.

19 The primary projects identified for years  
20 six through twenty include construction of 92 T-hangars,  
21 58 executive hangars and 3 conventional hangars;  
22 relocation of 17 port-a-ports; construction of 2  
23 helipads in the north side of the air field; completion  
24 of the parallel taxiway; construction of a GA  
25 terminal/administration building; installation of MALSR

1 to Runway 26; and pavement management and maintenance  
2 items.

3 I want to specifically note that the  
4 project does not include construction of a parallel  
5 runway. While the airport layout plan, as part of the  
6 draft master plan, illustrates a parallel runway, it is  
7 for planning purposes only. The ALP specifically  
8 identifies this runway as potential but not ultimate.  
9 These are key terms in FAA language.

10 Only projects identified as ultimate and  
11 included within the capital improvement program in  
12 chapter seven of the draft master plan were considered  
13 within this environmental document. Should a  
14 determination be made to pursue the parallel runway, a  
15 new environmental analysis under both CEQA and NEPA  
16 would be required. This was identified and discussed on  
17 Page 2-4 of chapter two.

18 Would you like a review of the summary of  
19 findings?

20 MR. SMITH: I believe we're all familiar with  
21 it. Let me ask that question.

22 Is there anyone in the public who wants a  
23 summary of the findings? Okay. Apparently not.  
24 You can forego that.

25 MS. MAY: As Kari indicated, three letters have

1 been received in response to the public review period  
2 identified in the public hearing notice. SCAG, the City  
3 of Camarillo and, as of today, Cal Trans.  
4 SCAG evaluated the document in terms of  
5 its consistency with the regional comprehensive planning  
6 guide and regional transportation plan. It found that  
7 the project was consistent with or supports many of the  
8 core and ancillary policies. Regarding policy 4.01, it  
9 found the plan was only partially consistent with SCAG's  
10 regional performance indicators because there is no  
11 reference to them within the draft EA/EIR.

12 These indicators relate to mobility,  
13 accessibility, environment, reliability, safety, livable  
14 communities, equity and cost effectiveness. It is  
15 unclear how the project is inconsistent with these  
16 indicators. If desired, we can add language to the SCAG  
17 portion of chapter five, which specifically outlines the  
18 regional performance indicators and notes that the  
19 project is not inconsistent.

20 The City of Camarillo had a number of  
21 comments which we would like to address individually.  
22 The City indicated that the draft EA/EIR is, quote,  
23 structurally deficient and should be substantially  
24 revised and recirculated for public review. They  
25 attached a copy of Page S-2 of the summary chapter which

11

1 notes that the environmental analysis is based on a  
2 comparison of the proposed action to the no action  
3 alternative. They note that the impacts of airport  
4 operations and activity in the future must be evaluated  
5 in relation to the existing condition.

6 In response, this has been done: As I  
7 already discussed, we need to comply with both NEPA and  
8 CEQA, and the document contains two separate analyses  
9 which are broken out as the NEPA analysis and the CEQA  
10 analysis. The CEQA analysis does compare the proposed  
11 action to the existing condition.

12 The City noted in their letter that there  
13 is a projected increase in aircraft operations over the  
14 20-year time frame, therefore, there must be a  
15 significant impact. But, as indicated, the draft EA/EIR  
16 includes a comparison of the proposed action to the  
17 existing condition. It's important to note, though,  
18 that an increase in operations does not necessarily  
19 correspond to a significant increase in environmental  
20 impact which cannot be mitigated, and this has been  
21 discussed in chapter four of the document and is  
22 summarized in Tables C and D of the summary chapter.

23 The City notes that the proposed action  
24 fails to indicate that a parallel runway is part of the  
25 proposal. This runway is called out as item nine on

12

1 Exhibit 2-A. I believe I've already addressed this.  
2 The parallel runway is specifically not included in the  
3 proposed action because, according to the master plan,  
4 it was not projected to occur within the 20-year time  
5 frame.  
6 The City disagrees with the determination  
7 that the airport is consistent with the AQMP because the  
8 increase in nitrogen oxides and ROC emissions will  
9 exceed the threshold. The air quality discussion in  
10 this draft EA/EIR was modeled on the discussion in the  
11 Oxnard final EA/EIR. The Ventura County Air Quality  
12 Management District sent a letter regarding the Oxnard  
13 study which indicated that the project was consistent  
14 with the AQMP because of population projections were  
15 lower than the forecast. We relied on that analysis in  
16 finding for this report, as well.

17 Also, as noted on Page 4-39 of the draft  
18 EA/EIR, "The identified thresholds are intended to apply  
19 to individual improvement development projects and not  
20 to a 20-year master plan." It's noted on Page 4-44 of  
21 the draft EA/EIR, under the CEQA analysis heading, as,  
22 "This is a program EIR. At the appropriate time,  
23 individual projects will be considered on a  
24 project-by-project basis to determine if there are any  
25 direct -- significant direct impacts. The identified

1 thresholds will be utilized in evaluating the individual  
2 projects."

3 Finally, as noted on Page 4-44 of the  
4 draft EA/EIR, under the cumulative impact heading, "The  
5 increase in aircraft operations and associated vehicle  
6 trips would be expected to occur on a regional basis,  
7 regardless of whether the proposed improvements occur at  
8 Camarillo Airport. This means that the increase in  
9 operations and activity at the airport reflect aircraft  
10 and vehicle trips of people who would fly or drive into  
11 and out of the region in order to accomplish their  
12 business or recreation. Therefore, the cumulative  
13 impacts is considered de minimis."

14 Another comment the City made was that  
15 the findings of the draft EA/EIR appeared inconsistent  
16 with the FAR Part 150 noise and land use compatibility  
17 study. They specifically noted that the Part 150 study  
18 identified 14 mitigation measures but the EA/EIR does  
19 not identify any.

20 In response, it is first important to  
21 keep in mind that the Part 150 study and the EA/EIR are  
22 separate but distinct documents. Part 150 study  
23 considers impacts in total, both existing and future,  
24 but only noise impacts; while the EA/EIR looks at all  
25 environmental categories but addresses increases in

1 impacts.

2 Second and perhaps more important in this  
3 case, the measures identified in the Part 150 study are  
4 not considered mitigation measures. They are noise  
5 abatement and land use management measures. There is a  
6 difference in meaning and in intent. The term  
7 mitigation measure generally applies to NEPA and CEQA  
8 analysis and is used to define measures which would  
9 reduce future impacts related to a particular project.  
10 Noise abatement and land use management measures are  
11 intended to reduce noise-related impacts but do not  
12 carry the legal requirement or weight of a mitigation  
13 measure.

14 Noise abatement measures are intended to  
15 reduce the overall noise generated at a given facility  
16 or to move the noise exposure away from noise-sensitive  
17 land uses and over noise compatible land uses. Land use  
18 management techniques have proposed to remove or reduce  
19 the number of noise-sensitive land uses within the noise  
20 exposure area. These are not considered mitigation  
21 measures, they are considered management strategies.

22 It is also important to note that the  
23 threshold of significance is a 65 CNEEL contour. There  
24 are no noise-sensitive land uses within the 65 CNEEL  
25 contour, therefore, there are no significant compatible

1 land use impacts. In addition, the contour grows by  
2 such a small amount that the federal threshold of an  
3 increase in noise of 1.5 DNL within the 65 does not  
4 apply.

5 There were two other comments dealing  
6 with traffic. I'll turn it back over to Kari.

7 MS. GIALKETSIS: The first -- the first, I'll  
8 address the Cal Trans comment regarding the impacts --  
9 it's a -- they indicate that since the proposed project  
10 will have a significant impact on state facilities,  
11 which is Route 101 and the Las Posas on- and off-ramps,  
12 that mitigation measures to alleviate the anticipated  
13 traffic impact to cover any costs for widening Route 101  
14 and Las Posas are needed.

15 And we would propose that we could just  
16 modify or add to our existing -- the current mitigation  
17 measure that we will also comply with state traffic  
18 mitigation fees as appropriate or as needed. The -- the  
19 current --

20 MR. SMITH: Well, as needed. But I need to note  
21 that there are no such -- there is no such thing as  
22 state-imposed traffic impact mitigation fees.

23 MS. GIALKETSIS: They're suggesting traffic  
24 impact to cover any cost.

25 MR. SMITH: If I read the letter, they're saying

1 the project should be responsible for the entire  
2 widening of 101.  
3 MS. GIALKETSIS: That's obviously not feasible.  
4 MR. SMITH: No. And they also don't read the  
5 state constitution that says a project can only be  
6 conditioned to pay its pro rata share --  
7 MS. GIALKETSIS: It's fair share.  
8 MR. SMITH: -- which is both a federal and state  
9 constitutional issue. So obviously this is a -- appears  
10 to be a form-type letter and doesn't appear to be  
11 checked for the specifics of the reality.

12 MR. FULLMER: I think the first letter I read  
13 was of a similar nature.

14 MR. SMITH: Nonetheless, the -- it is -- because  
15 the County of Ventura and the City of Camarillo have  
16 reciprocal agreement for traffic impact mitigation fees,  
17 that any -- any project comes along as a result of this  
18 master plan will pay those traffic impact mitigation  
19 fees, put it both for the county and the service; is  
20 that correct?

21 MS. GIALKETSIS: Uh-huh. That's correct.

22 MR. SMITH: Okay. Now, the state is raising a  
23 regional issue, which is really an issue they need to  
24 raise with every single project built in this county,  
25 including projects built by the City of Camarillo,

17

1 the -- that is an interesting question.

2 If Cal Trans was suggesting a feasible  
3 mitigation measure that was under their responsibility  
4 that could be imposed, like a state-imposed traffic  
5 impact mitigation fee, I believe that might be --  
6 constitute a mitigation measure, provided that it was on  
7 a pro rata basis. But they're not doing that. They're  
8 just simply saying -- pointing out a problem and saying  
9 "We abrogate all responsibilities as Cal Trans for the  
10 widening of 101. And we think all the locals should do  
11 it." At least, that's my reading of their letter.

12 So I don't think it constitutes a --  
13 meets the test for proposing a suggested mitigation  
14 measure by -- or feasible mitigation measure by an  
15 outside agency.

16 MS. GIALKETSIS: Okay. Fair enough.

17 MR. SMITH: That's an observation. But --

18 MS. GIALKETSIS: Well, since there aren't any  
19 state traffic mitigation fees, then -- then that  
20 wouldn't apply to that.

21 MR. SMITH: In the letter of response, you may  
22 want to point that out.

23 MS. GIALKETSIS: Okay.

24 MR. MURPHY: Thank you.

25 MS. GIALKETSIS: Okay. The second issue was

18

1 raised in the City of Camarillo's letter under traffic  
2 generation. They indicated that this traffic section  
3 did not address the new roadway plans within the airport  
4 to connect with Las Posas Road and the residual effects  
5 of that on the traffic flow on Las Posas Road and the  
6 provisions for providing appropriate signalization to  
7 allow for ingress and egress.

8 In -- in investigating this, I talked  
9 with Dan Dawson of Associated Transportation Engineers,  
10 who prepared the traffic analysis, and he indicated that  
11 there's ways of -- of controlling the -- the traffic --  
12 the traffic controls and intersection design to  
13 alleviate any potential impacts. And in order to  
14 mitigate that, we're suggesting to adding mitigation to  
15 the traffic --

16 (Discussion off the record.)

17 MS. GIALKETSIS: Moving on, in order to address  
18 that issue, Dan suggested that we include a mitigation  
19 measure from ATE -- Dan from ATE, that the Department of  
20 Airport and the -- and the fire district would work  
21 together with the city and/or county to develop the  
22 appropriate traffic controls and intersection design  
23 when applying for an encroachment permit to improve  
24 that -- that access roadway and provide access. In  
25 addition, we can add a paragraph in the traffic analysis

19

1 that discusses this issue and -- and also to -- to  
2 provide that mitigation measure.

3 MR. SMITH: I don't know what -- what is meant  
4 by the term "appropriate," appropriate level of  
5 improvement.

6 MS. GIALKETSIS: What's determined to adequately  
7 control traffic, whether it's a signal or right turns  
8 only or --

9 MR. SMITH: Okay.

10 MS. GIALKETSIS: Since it's going to be a fire  
11 emergency access, we're not able to make that --

12 MR. SMITH: If you tie it to the performance  
13 standards of a level of service of -- of the City, it --  
14 it might suffice.

15 MS. GIALKETSIS: Okay.

16 MR. SMITH: 'Cause then you have an operational  
17 standard that you have to comply with. And so,

18 unfortunately, what you're doing is you're signing a  
19 blank check, you know. So that's the disadvantage of  
20 saying, "Oh, okay. Well, I guess we should've done the  
21 turning movements and everything else." And within the  
22 realm of normal transportation engineering practices, it  
23 may not be that problematical, but we don't know that  
24 here today. So, in essence, you're signing somewhat of  
25 a blank check. But it -- that's your choice.

20



1 station is built or the new fire station out there, that  
2 would be required to have its separate environmental  
3 review, and that's the time that access road would be  
4 commissioned to start being used. So it's included as  
5 an access road because the Department of Airports will  
6 be building the road or improving the road, but the  
7 actual use will be tied in with the -- the development  
8 of the new fire station.

9 MR. SMITH: Okay.  
10 MS. GIALKETSIS: And that's -- that's all I had  
11 for this presentation.

12 MR. SMITH: Were there any questions of the  
13 committee members or any preliminary comments?  
14 MR. THOMAS: I've got a few.

15 MS. GIALKETSIS: Yes.

16 MR. THOMAS: Just to start out with the SCAG  
17 letter that you received today, if you look on Page 5,  
18 Item 5.11, down -- two-thirds of the way down the page.  
19 You got that? It says -- under the SCAG staff comments  
20 and the second line there, toward the end, it refers to  
21 the AQMD. It seems that -- I don't know if they're  
22 referring to the Air Pollution Control District in this  
23 county or they're referring to the South Coast Air  
24 Quality Management District. If they're referring to  
25 the South Coast Air Quality Management District, then --

1 MR. MURPHY: If I could add to it, there's  
2 actually three agencies involved in that intersection;  
3 there's the fire district, the college district and the  
4 airport. And when we first put that in there, we had  
5 envisioned it would be a very restrictive, controlled  
6 access, and since then the fire district has approached  
7 the City for a traffic signal, and it's separate from  
8 what we're doing.

9 So there's other -- other issues and  
10 other agencies involved in it, as well. And we just had  
11 assured them that we would work with them, all of the  
12 agencies, including the City, to come up with an  
13 appropriate design that would work to meet the  
14 requirements.

15 MR. SMITH: Well, having gone out there many  
16 times myself, I know I would use it.

17 MR. MURPHY: Well, initially we envisioned it be  
18 strictly access only for approved personnel, and it  
19 would not be for the entire facility.

20 MR. SMITH: Card gate only?

21 MR. MURPHY: Yes. And then the fire district  
22 and the college district felt they needed access there,  
23 as well, and we felt that that was something that the  
24 three agencies and the City would have to work out.

25 MS. GIALKETSIS: And, also, the -- when the fire

1 then Camarillo Airport's outside their jurisdiction and  
2 this comment doesn't make any sense. So --

3 MR. SMITH: But if it's a misstatement and they  
4 meant to say AQMP, then --

5 MR. THOMAS: But even then I don't know. It  
6 says, "Over the life of the project, the increase of  
7 emissions is expected to fall within the AQMD  
8 threshold." I don't really know what they're talking  
9 about there specifically.

10 I would ask -- this EIR, at least with  
11 respect to air quality, seems to be saying that the  
12 proposed improvements aren't in and of themselves gonna  
13 increase any activity at the airport, but they're simply  
14 responding to protect the demand; is that correct?

15 MR. MURPHY: Yes.

16 MR. THOMAS: Well, my question is, is if you  
17 don't build those hangars out there, will that demand  
18 occur? In other words, are you generating a future  
19 demand by building those hangars and they won't occur if  
20 you don't build them?

21 MR. MURPHY: No, we're not, actually, because  
22 the aircraft, most of them are involved in the airport  
23 operations already and they are moving in here. And  
24 they would park outside, but they prefer to store inside  
25 if it's available. And we have additional ramp space

23

1 available now to handle that many aircraft. So they  
2 would be able to park at the airport today and -- even  
3 though there are no hangars.

4 MR. THOMAS: So the private funded executive  
5 hangars, those planes are -- are there anyway; is that  
6 correct?

7 MR. MURPHY: That's correct. Several -- most of  
8 them are there or they're gonna be there as a result of  
9 just the businesses and the private individuals  
10 relocating into the county.

11 MR. THOMAS: So the fact that there's better  
12 facilities at -- built at Camarillo Airport is not going  
13 to entice people to come in and use the airport --

14 MR. MURPHY: No.

15 MR. THOMAS: -- that generally wouldn't come  
16 anyway? Is that what you're saying?

17 MR. MURPHY: That's correct, not within itself.  
18 Because aircraft are used as either a business tool or  
19 a -- a recreational tool, if you will.

20 MR. THOMAS: Right.

21 MR. MURPHY: And they don't park them 50, 60  
22 miles away from where their activity is. They park them  
23 right near where they live or near their place of  
24 business. And so they're either gonna come in the  
25 future or they're already here anyway is what we're

24

1 saying, and that the ramp space and the additional  
2 tie-down space that's available now will accommodate  
3 this growth.

4 MR. THOMAS: It seems that if you have better  
5 facilities at the airport, somebody's gonna say, "Hey,  
6 let's go move our plane to Camarillo because it's much  
7 nicer and we're gonna move our business to Camarillo or  
8 the vicinity because it's a much nicer airport,"  
9 therefore, you're actually going to be creating a future  
10 demand.

11 MR. MURPHY: It will be such a small, very, very  
12 minute --

13 MR. SMITH: They may move from Santa Paula or  
14 Oxnard to here.

15 MR. MURPHY: Right. But they're in the area, in  
16 other words. They're in Oxnard now or Santa Paula, and  
17 they're just gonna come over. But they're already  
18 within the regions of the city.

19 MR. THOMAS: Okay. I --

20 MS. GIALKETSIS: I'd also like to refer you to  
21 Page 6-4 of the document. Under the growth producing  
22 impacts we talk about this issue, the last two  
23 paragraphs. So we tried to address that question.

24 MR. THOMAS: See, we get the same sort of  
25 argument with regional shopping centers and things of

26

1 that sort. They say, "We're not causing a demand, we're  
2 simply responding to the demand that's already there."

3 MR. MURPHY: I understand.

4 MR. THOMAS: That's -- that's the problem. I  
5 mean --

6 MS. MAY: But if you look at how the master plan  
7 is prepared, it's prepared using socioeconomic numbers  
8 developed by others that are then taken --

9 MR. SMITH: So are regional.

10 MR. THOMAS: That's right.

11 MS. MAY: That's true. That's true.

12 MR. SMITH: The point is very well taken, and I  
13 think that as we stated in the Oxnard EIR, yes, they're  
14 probably -- if you don't build it, it may be a  
15 discouragement to some relocatables to this airport.  
16 Now, what percentage of the whole? It's too  
17 speculative. Nobody -- nobody can determine that.

18 So although it will have an incremental  
19 effect, I -- the opposite argument is equally true. You  
20 can't ascribe this master plan to the full cause of all  
21 the future flights to come to this airport. They'll  
22 come irrespective -- or many of them or if not most of  
23 them will come here irrespective of --

24 MR. THOMAS: Well, maybe there needs to be a  
25 statement in there that any incremental increase is too

26

1 MS. MAY: Right.  
2 MR. THOMAS: -- those two respective columns.  
3 MS. MAY: Right. And that goes to the whole  
4 fact of the operations numbers and how they're developed  
5 in the whole -- that whole discussion we've just been  
6 having that the -- the people, the aircraft, the  
7 associated vehicle trips will come regardless.  
8 MR. THOMAS: So where are these, hundred and --  
9 MS. MAY: Well, under CEQA, the comparison is  
10 from the existing condition to the long-term proposed  
11 action. So you need to go back and compare Table 4-L to  
12 Table 4-M -- the long-term items of 4-M, because those  
13 numbers reflect the difference between the future year  
14 proposed action and the existing condition.  
15 MS. GIALKETSIS: NEPA.  
16 MS. MAY: Yeah.  
17 MR. THOMAS: The other thing is that the  
18 analysis relies on remaining within the AQWP population  
19 forecasts. Although I think it's -- again, under the  
20 CEQA analysis, our population -- this is a 20-year plan  
21 Is that correct?  
22 MS. MAY: Uh-huh.  
23 MR. THOMAS: Our forecasts don't go out 20  
24 years. I think they only go to 2005. Now, the regional  
25 comprehensive plan with SCAG, I think those go out 20

1 speculative to --  
2 MS. MAY: We try to do that in 6-4, in the last  
3 paragraph.  
4 MR. THOMAS: I was thinking about maybe putting  
5 it in the air quality section, as well.  
6 MR. MURPHY: We could do that.  
7 MR. THOMAS: The other question I have is on  
8 Page 4-44 under the CEQA analysis.  
9 MS. GIALKETSIS: Wait a second. Okay.  
10 MR. THOMAS: It says that the -- over the  
11 long-term, projected increase of use for Camarillo  
12 Airport will result in the increase of NOX emissions or  
13 126 pounds per day and a ROC of 129.  
14 MS. MAY: Uh-huh.  
15 MR. THOMAS: But the tables on the preceding two  
16 pages seem to have the same numbers for both the airport  
17 activity and associated total vehicle emissions, when  
18 you compare them, no action to proposed action. So I  
19 wasn't quite clear where those additional emissions are  
20 coming from. You see, like if you look at Table 4-M,  
21 total emissions for the airport, no action under NOX is  
22 341, under long-term; and under proposed action  
23 long-term, 341, as well. Same thing for the NOX. Then  
24 if you go over on Page 4-N on the next page, you got the  
25 same numbers in --

1 Years. I think it goes out 2020. And, you know, future  
2 updates for air quality management plan will have  
3 forecasts going out that far. But under our current  
4 adopted -- officially adopted plan, I think they only go  
5 out to 20 -- 2005. And our next air quality management  
6 plan isn't gonna be done until 2003. So --  
7 MR. SMITH: So how would you advise them to  
8 comply with the county's guidelines for implementation  
9 of CEQA as they relate to the air quality cumulative  
10 analysis?  
11 MR. THOMAS: Well, the -- the guidelines contain  
12 a section talking about consistency with the air quality  
13 management plan. Basically what it's looking at is  
14 whether -- whether the current population is within the  
15 population forecasts, not the future population. So I  
16 think that's what you have to look at. So currently the  
17 population is within the forecast, 'cause we don't know  
18 out into the future. We -- under our -- with the new  
19 air quality standards, we don't know if we're gonna be  
20 in attainment of the new standards when the new plan is  
21 done. So that's -- it's a stretch to make this  
22 statement.

23 MR. SMITH: But at this point in time you can't  
24 expect this EIR to --

25 MR. THOMAS: That's true.

29

1 MR. SMITH: -- be the functional equivalent of  
2 the updated --

3 MR. THOMAS: I'm not asking them to. This --  
4 MS. GIALKETSIS: But this statement is not  
5 accurate, is what you're saying?

6 MR. THOMAS: Basically it's not totally  
7 accurate.

8 MS. GIALKETSIS: This is based on population  
9 forecasts for the area, and whether the ones in the  
10 AQMP --

11 MR. THOMAS: I think it would be more accurate  
12 just to look at the current population as compared  
13 with --

14 MS. GIALKETSIS: It currently is consistent  
15 with --

16 MR. THOMAS: Right. Then you go to the top of  
17 the of that page, Page 4-44. Very top paragraph --  
18 partial paragraph. It talks about the NEPA analysis.  
19 It talks about the general conformity thresholds for  
20 this project of 25 pounds per day NOX, 26 pounds per day  
21 of ROC. Under the federal conformity regulations, it's  
22 25 tons a year, I believe. And this is -- this sentence  
23 is kind of written kind of backwards. It says,  
24 "Individual projects that do not result in an increase  
25 in these emissions beyond these thresholds are not

30

1 considered to be in general conformity." I think what  
2 it meant -- some say, "Here is individual projects that  
3 exceed those" --

4 MR. SMITH: Right.

5 MR. THOMAS: -- "25 tons per day -- or per  
6 year."

7 MR. SMITH: Looks like a double and triple  
8 negative.

9 MR. MURPHY: Okay.

10 MR. THOMAS: So those are my comments.

11 MR. MURPHY: Good comments. Thank you. I'll  
12 make that change.

13 MR. SMITH: Any other comments or questions by  
14 the committee members?

15 On that basis, let me go back to a point  
16 raised in your initial comments and also raised by  
17 Mr. Thomas, in that your statement was that an increase  
18 in number of flights and activity at the airport would  
19 occur largely irrespective of -- of the master plan.

20 And I -- I fully understand that, and that perhaps is a  
21 source of some confusion. But then you went on to say  
22 that even if they -- if 100 percent of this increased  
23 traffic didn't occur here, it would happen someplace  
24 else in the region and therefore is de minimis. And I  
25 don't agree with that statement.

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1 Unlike air quality, traffic impacts are  
2 highly localized. And so just because there are the  
3 same number of trips, where those trips occur is very,  
4 very important. So perhaps the statement is more true  
5 of air quality issues, but certainly not true of traffic  
6 issues.

7 MR. THOMAS: That's true.

8 MR. SMITH: And I just wanted to make that --  
9 that clarifying statement. Now -- now, based on that  
10 rereading of what you said, do you wish to elaborate or  
11 comment further?

12 MS. MAY: Well, give me a minute.

13 I -- I stated that the cumulative air  
14 quality impacts were de minimis, and you're -- are you  
15 suggesting that we break out the cumulative air quality  
16 impacts associated with the aircraft operations are de  
17 minimis?

18 MR. SMITH: No. You made a blanket statement,  
19 cumulative impacts.

20 MS. MAY: Oh, I did not intend --

21 MR. SMITH: -- associated with future growth are  
22 de minimis because it happened and --

23 MS. MAY: I did not intend to do that. And if  
24 you look at Page S-21 -- or Table D of the summary  
25 chapter, you'll note that Table D of the summary chapter

32

1 is the summary of the cumulative environmental impacts,  
2 and the only one of that that was found de minimis was  
3 air quality.

4 MR. SMITH: Okay.

5 MS. MAY: The rest were found less than  
6 significant.

7 MR. SMITH: Thank you for your clarification.

8 MS. MAY: All right. I apologize for that.

9 MR. SMITH: Well, it may have been my lack of  
10 listen skills. So I just wanted to make sure that that  
11 was clear.

12 MR. THOMAS: Chair?

13 MR. SMITH: Yes.

14 MR. THOMAS: I had this item and I forgot to  
15 mention. I am glad you brought it up. This thing about  
16 cumulative impact being de minimis, because the economy  
17 is going to occur somewhere in the region anyway. We  
18 have never concurred with that -- with that sort of  
19 rationale, because you could use the same argument again  
20 with the regional shopping center or even -- even a gas  
21 station or a convenience store or a 7-11 operation. The  
22 argument's been presented to us numerous times that, "If  
23 we don't have our facility here, our store or whatever,  
24 people are gonna go shopping someplace anyway,  
25 therefore, it's de minimis. It's not gonna cause any

1 additional demand trips or anything."

2 MR. MURPHY: Okay. Is that compared to existing  
3 versus new? Because this is an existing facility with  
4 all the existing infrastructure in place to accommodate  
5 that today, is what we're saying.

6 MR. THOMAS: Uh-huh.

7 MR. MURPHY: We're not adding infrastructure.  
8 That would add new business or new shopping center. The  
9 infrastructure is already here. And are we comparing an  
10 existing to a proposed --

11 MR. THOMAS: Right.

12 MR. MURPHY: -- in your scenario?

13 MR. THOMAS: Right.

14 MR. MURPHY: We're existing.

15 MR. THOMAS: So I think the key to your -- to  
16 this is that what you're proposing is not of such a -- a  
17 type or nature as to increase demand at the airport --  
18 MR. MURPHY: All right.

19 MR. THOMAS: -- beyond what would occur. It's  
20 just not of that type of project.

21 MR. MURPHY: Right.

22 MR. THOMAS: Now, if you were building an  
23 airline terminal of some sort, then that would be a  
24 different story.

25 MR. MURPHY: I concur.

1 MR. THOMAS: But I think the type of project,  
2 the type of things you're proposing would not really  
3 cause increase in emissions.  
4 MR. MURPHY: Thank you.  
5 MR. THOMAS: But we don't concur with this --  
6 MR. MURPHY: The way it's written there?  
7 MR. THOMAS: -- the way it's written in the  
8 cumulative impact, because that --  
9 MR. MURPHY: We understand.  
10 MR. THOMAS: If we allow that, then we would  
11 have to allow for every project that comes through.  
12 MR. MURPHY: We just need to distinguish between  
13 existing and proposed.  
14 MR. SMITH: Correct. And just to mention, also,  
15 that you may want -- from the time of the Oxnard EIR to  
16 now, the Supreme Court of the State of California has  
17 declined to hear and overturn an appellate court case  
18 right here in Ventura County which clarifies what  
19 constitutes the existing environment. And a project  
20 which is fully permitted and operational is considered  
21 part of the existing environment.  
22 MR. MURPHY: Okay.  
23 MR. SMITH: And as long as the project  
24 anticipated that level of service in the original master  
25 plan, that, again, is considered part of the existing

35

1 environment for comparison purposes. If you want to  
2 make citation or use of that, you can contact Lou  
3 Mazario of planning division and he can give you the  
4 correct citation. But --  
5 MR. MURPHY: Thank you.  
6 MS. MAY: I guess I just need to understand.  
7 Would -- are you suggesting or -- or -- that we change  
8 the document, that if not -- the cumulative impact not  
9 be classified de minimis but be classified less than  
10 significant?  
11 MR. THOMAS: (Nods head.)  
12 MR. SMITH: (Nods head.)  
13 MS. MAY: Okay. I just want to make sure that's  
14 clear.  
15 MR. MURPHY: And the justification is because  
16 it's existing.  
17 MR. THOMAS: And the type of facilities that  
18 you're proposing here aren't of the type or nature to  
19 cause an increase in emissions.  
20 MR. MURPHY: Okay. Thank you. Thank you.  
21 MR. SMITH: Okay. Was there any other comments  
22 by the committee?  
23 I will open it up for public testimony.  
24 Is there anybody here today that wishes to testify?  
25 MR. BURROWS: Hi. I'm Bob Burrows, with the

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1 City of Camarillo, Planning Department, 601 Carmen  
2 Drive, Camarillo, California. Before I speak, if I  
3 could ask a question of the Chair with regard to the --  
4 the review of this EIR today, the status, is this for  
5 consideration of a final EIR or is this for the ERRQ's  
6 review and comment, or how does this fall in the  
7 process?

8 MR. SMITH: The -- if we are satisfied that the  
9 draft environmental document and the -- the nature of  
10 responses by the oral comments made today are  
11 sufficient, we can go ahead and approve the document  
12 today, subject to my review and signature, and then that  
13 we would forward our recommendation on to the  
14 decision-making body. It doesn't become final until the  
15 decision-making body actually certifies the EIR and all  
16 responses to the comments thereto.

17 MR. BURROWS: Thank you. I just wanted that  
18 clarification.

19 As was indicated in the presentation and  
20 testimony, the City of Camarillo did provide a response  
21 to the draft EIR. And we -- we still feel that the  
22 comments that we've offered in the document are -- are  
23 valid, and that more important they were based upon the  
24 recent action by the board of supervisors in regard to  
25 the Oxnard EIR. We feel that there -- there needs to be

1 a much stronger consideration from what the existing  
2 conditions are today, what -- what the current activity  
3 is projected into the future, and so that that is broken  
4 out.

5 We would liken this to the City of  
6 Camarillo doing a general plan update and adding  
7 additional residential units or additional development  
8 saying that, "Well, there's the demand for that to  
9 occur" or that we're going to consider the -- the build  
10 out of the general plan for the city as what our -- our  
11 baseline is for consideration of what the future impacts  
12 are. I don't think that's necessarily what -- what  
13 should be considered.

14 MR. SMITH: Is -- is this -- let me ask the  
15 distincting question. Is this, what is proposed to us  
16 today, more analogous to a master land use plan, like a  
17 land use plan, or is more analogous to, like, a specific  
18 plan that's under construction and at least portions of  
19 it are operational now?

20 MR. BURROWS: With regard to what's being  
21 proposed?

22 MR. SMITH: Yes. Because I understand that the  
23 term master plan is in the title, but -- but as both you  
24 and I know, there are different types of master plans.  
25 Master plans of cities are general land use plans,

1 whereas, at least by my observation -- obviously you may  
2 disagree -- that I think what we have before us is more  
3 of a facilities, almost like a capital improvement  
4 program for a specific existing facility.

5 MR. BURROWS: Right. I think the point could be  
6 taken either relative to a general plan update or a  
7 specific plan update. If we were to go into a specific  
8 plan, we wouldn't be able to say, "Well, the impacts of  
9 that are from completion of what was already forecasted  
10 under that specific plan." We would want to consider  
11 what the existing street carrying capacities are, what  
12 the existing school carrying capacities are and such.  
13 So where we've done specific plan amendments or updates,  
14 we've needed to go and identify what the current  
15 condition is out there relative to the -- what had been  
16 built up to the date of the consideration of the  
17 specific plan amendment.

18 MR. SMITH: That's interesting. Notwithstanding  
19 the fact that CEQA does not call for subsequent  
20 environmental documentation except for that which would  
21 change the baseline conditions of the original proposed  
22 project.

23 MR. BURROWS: But, again, relative to what the  
24 airport is to date, what facilities are there and what  
25 is being proposed under this update, we still feel that

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1 relative to issues that we've noted in our letter  
2 relative to traffic, relative to air quality, the  
3 existing air quality emissions should be what they are  
4 today and relative to whether or not it's consistent  
5 with AQMP or consistent with the 25 pounds threshold of  
6 a projected or possible development.

7 And granted we recognize that some of the  
8 things are relative to relocations of -- of aircraft  
9 hangars or such, and those things certainly could be  
10 identified. But with regard to primarily what is  
11 anticipated under the -- the updated plan.

12 With regard to the issue of Las Posas  
13 Road and traffic, the concern that we have is relative  
14 to the -- the service level of Las Posas Road. The  
15 introduction of a driveway onto Las Posas Road may not  
16 seem to be a major issue, but it does affect the whole  
17 corridor along there. We have signal synchronization  
18 issues and we've got a whole variety of issues that  
19 affect the current interchange there.

20 The current interchange cannot handle  
21 what our general plan calls for, and that's why we're  
22 proceeding with a new interchange midway between Central  
23 Avenue and Las Posas Road to free up some of that  
24 congestion that exists and is already based upon  
25 improved projects within the area. So we've got a

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1 couple of considerations relative to the interchange  
2 itself and the capacity on Las Posas Road and how a new  
3 driveway may interfere with the current flow of traffic.  
4 The City, for instance, recently shifted  
5 Ventura Boulevard south just so we can provide for the  
6 cueing for left turn movements and such, and there was  
7 a -- a very detailed analysis of even keeping the  
8 driveway open to the park and ride facility, because  
9 that interrupts traffic flow just for a left turn out of  
10 that facility adds an additional leg onto that -- that  
11 area there. Going towards the airport to the driveway  
12 that's proposed, we just feel that it needs to be  
13 addressed relative to what that might do with regard to  
14 traffic and cueing and the synchronization of traffic  
15 signals along the corridor.

16 MR. SMITH: If I may just ask a question. So am  
17 I to assume that if -- if we were to accept the  
18 mitigation measure, it's that as essentially stated by  
19 staff with the proviso that it ensure a level of service  
20 per the City's adopted level of service standards, that  
21 that is or is not sufficient in your mind, and could you  
22 state why?

23 MR. BURROWS: I think that would help out, but  
24 with -- the bigger question is -- and I'll get to that  
25 in a moment -- is -- deals with the draft as it

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1 currently exists. We feel that, based upon the comments  
2 that we've offered, we have not received written  
3 responses to our comments yet, and if forwarded a  
4 ten-day review period, based upon the action of the  
5 board of supervisor and based upon the comments that we  
6 have with regard to the baseline condition versus what  
7 the analyzed conditions are, we feel that the document  
8 should take into account the comments received today,  
9 the comments that have been provided in writing, and  
10 that the document needs to be revised and recirculated  
11 for additional review.

12 MR. SMITH: Uh-huh.

13 Any questions of Mr. Burrows? Apparently  
14 not.

15 Thank you.

16 MR. BURROWS: Thank you.

17 MR. SMITH: Is there anyone else who wishes to  
18 testify regarding this item?

19 Okay. We're going to close the public  
20 testimony portion -- well, first of all, I am going to  
21 allow staff to make any final remarks before I close the  
22 public testimony portion.

23 MR. MURPHY: Thank you, Mr. Chair. Two  
24 comments. Comment was just made referring to action  
25 taken by the board of supervisors yesterday on the

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1 Oxnard EIR. There was no action taken yesterday. The  
2 item was sent back for additional review of the Part 150  
3 noise study itself and the master plan to look at some  
4 issues that were raised, but not the EIR. The EIR is to  
5 return within 45 days, again, to the board of  
6 supervisors. So there was no action taken on the EIR  
7 yesterday. And we believe that, again, most of those  
8 questions will be answered through a workshop with the  
9 City of Oxnard and the county airport authority.

10 The other item, with respect -- when the  
11 master plan was developed and this roadway at Las Posas  
12 was proposed, it was envisioned it would be a right turn  
13 in only concept, right turn lane, a right turn pocket  
14 into the airport with no exit. We believed the same  
15 thing at the time, that the City would not allow the  
16 mitigation of additional traffic outbound from that  
17 area. So when we initially proposed it, it was  
18 considered to be a right turn in only, and that they  
19 would still exit through the existing traffic lights.

20 MR. SMITH: Would you have a decel lane totally  
21 on airport -- what is now airport property?

22 MR. MURPHY: It would be either that or county  
23 right-of-way.

24 MR. SMITH: That's city right-of-way.

25 MR. MURPHY: No. We -- county has a right of

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1 way there, too. We just surveyed it.

2 MR. SMITH: Oh.

3 MR. MURPHY: So that was -- that was originally.  
4 Then came along the fire station had different needs,  
5 and the fire station has since been talking to the City  
6 about their needs for a traffic light and control --

7 MR. SMITH: Right.

8 MR. MURPHY: -- which is totally separate from  
9 this issue.

10 MR. SMITH: That is -- that is true.

11 MS. GIALKETSIS: That's a separate project, too.  
12 It's not under our master plan.

13 MR. MURPHY: And it has nothing to do with what  
14 we're proposing here.

15 MS. GIALKETSIS: The fire station.

16 MR. SMITH: Yeah.

17 MR. MURPHY: However, we're still willing to  
18 join in with the fire district, the college district and  
19 the City in conversations of an intersection that might  
20 be beneficial to everybody, but we -- that's a separate  
21 issue.

22 MR. SMITH: Well, irrespective of -- of whether  
23 or not it's caused by the fire protection district or  
24 caused by you, it is a project that is known, and the  
25 ramifications of that and how it would affect this is

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1 very, very important. And, like I said, I always think  
2 it's a little dicey when you sign a blank check and say,  
3 "Yeah, we'll comply with the City's level of service  
4 standards," and then -- nonetheless, you know, do we, in  
5 fact, have enough information to determine that is, in  
6 fact, feasible? And what happens -- what happens if you  
7 cannot come up with a design?

8 MR. MURPHY: Then we don't use it.

9 MR. SMITH: Then it doesn't get built?

10 MR. MURPHY: That's right. Exactly.

11 MR. SMITH: All right. Then you'd have to make  
12 that statement in there.

13 MR. MURPHY: If we weren't able to reach an  
14 agreement with the city, then the project wouldn't go  
15 forward.

16 MR. SMITH: The other thing -- I know this is  
17 very, very confusing and it's a technical issue under  
18 state law, but the fundamental operations of CEQA have  
19 changed. The way we've operated in the past is every  
20 time a project came up for a new renewal we tended to do  
21 environmental analysis as if the original project was  
22 never approved or never existed. That is fundamentally  
23 changed, both by the recent amendments to the CEQA --  
24 state CEQA guidelines and the result is the -- and  
25 reemphasized by the appellate court decision recently.

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1 I understand the confusion, but the --  
2 but the airport will not go away, and given the nature  
3 of the obligations that there -- there is not a no  
4 project alternative where the air traffic will not  
5 occur. And people are trying -- from my observation,  
6 people are trying to ascribe the increase in air traffic  
7 noise, especially as a result of changes to the ground  
8 based improvement plan that is shown here. And I think  
9 that is not -- Mr. Burrows, would you like to say --  
10 you're just jumping at the chance to refute that point.

11 MR. BURROWS: No. I -- this is something I  
12 forgot to mention.

13 MR. SMITH: Okay.

14 MR. BURROWS: When you started asking questions,  
15 I skipped over to my next point during the testimony,  
16 and I understand that the public hearing is still open.

17 One thing that we also wanted to  
18 reiterate that was in our written response was that  
19 under the preferred alternative A, we still take  
20 exception with regard to the parallel runway being  
21 shown. If it's not part of the project, it shouldn't be  
22 shown on there. Just that it is for planning purposes  
23 only, we know what that can do, and that could -- we  
24 feel could give a wrong interpretation in what is being  
25 considered. So we feel that that should be taken off of

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1 the alternative A reference map.  
2 MR. SMITH: Mr. Murphy, would you like to  
3 respond to that?  
4 MR. MURPHY: Well, it's been very well stated by  
5 the board of supervisors and by the -- the Department of  
6 Airport that that project will not go ahead without a  
7 complete separate study on its own for the merit plus  
8 the environmental review. And it was only placed there  
9 for planning purposes so that the air space around that  
10 area would be considered or at least fairly protected  
11 until such time a final determination was made. It has  
12 nothing to do with land use planning or -- or necessary,  
13 because that would only impact the county area south of  
14 the airport, primarily, as far as any land use, which is  
15 agriculture and open space, but the -- it was very  
16 important for us to put it in there so that when they  
17 were considering future projects, such as cell towers  
18 and things that they would know there was a possible  
19 runway in the future. But nothing, absolutely nothing,  
20 can go forward until we have -- board won't allow us to  
21 do anything until we've done a complete separate study  
22 and its own environmental review.

1 MR. MURPHY: We have what's called an airport --  
2 MR. SMITH: I mean, it's kind of like you're  
3 trying to walk down this fence line here, and I don't  
4 know if it truly works.  
5 MS. MAY: I -- I think the one thing -- the  
6 master plan includes the airport layout plan which is  
7 the document that the FAA approves. So it's right in  
8 the bound master plan which this EIR is on. And so we  
9 thought it was important in environmental to at least  
10 acknowledge its presence because it shows up on the ALP,  
11 the airport layout plan. But we specifically -- that's  
12 why we tried our best to call it out and specifically  
13 say in so many words, "It's not part of this project.  
14 Further environmental study is necessary."  
15 MR. MURPHY: And that's the document that I was  
16 gonna mention that would be presented to the FAA, that  
17 is accepted by the FAA, but necessarily wouldn't be  
18 directly typed in the EIR. And that's -- but, again,  
19 because it was there, issues would've been raised anyway  
20 as to the fact -- people will see that document, too,  
21 and they questioned. So it was better to address it at  
22 this time and just point out that it's not part of this  
23 project.

24 MR. SMITH: So, summarily, it's shown there only  
25 as really a concept?

24 MR. SMITH: Could not the board of supervisors  
25 adopt it absent the showing of that and -- and yet still  
have it on the documents that are submitted to FAA?

1 MR. MURPHY: Correct.  
2 MR. SMITH: And that any analysis at this time  
3 would be purely speculative?  
4 MR. MURPHY: That's -- that's very true, very  
5 speculative. But it has to be shown because of a  
6 concern for future development in that space.  
7 MR. SMITH: Okay. Any other comments or  
8 questions? I'm gonna close the public testimony portion  
9 and ask this committee's -- okay. With that --  
10 MR. THOMAS: I'll move for approval of the  
11 document subject to -- well, let me back up. I move for  
12 approval of the document with the incorporation of the  
13 changes that we've suggested here today, first -- I  
14 can't remember them all, so if you want them spelled  
15 out, we'll have to ask staff to list them -- subject to  
16 review -- subject to responses to comments, and final  
17 document, in responses to comments reviewed by the  
18 Chair. And I think that the responses to comments staff  
19 has to pay particular attention to what is existing  
20 environment and what's proposed in relation to the  
21 existing environment.  
22 MR. FULLMER: I'll second that.  
23 MR. SMITH: Moved and seconded.  
24 Any further discussion? Okay. We'll  
25 call the question.

1 Any objections to the motion? Hearing  
2 none, the item is so approved.  
3 MR. MURPHY: Thank you.  
4 MR. SMITH: At least ten days prior to the board  
5 hearing is when those commentators will receive the  
6 response to the comments for -- just to clarify the  
7 point that you had raised.  
8 MR. MURPHY: And that will be a couple of months  
9 yet because we still have two other review bodies to go  
10 through before we get there.  
11 MR. SMITH: Right. In fact, you may get it  
12 sooner.  
13 MR. MURPHY: Okay. Thank you.  
14 MR. SMITH: Seeing no other items on today's  
15 agenda, we stand adjourned.  
16 ---ooo---  
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2  
3 STATE OF CALIFORNIA )  
4 ) ss.  
5 COUNTY OF VENTURA )  
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8 Reporter for the State of California, hereby certify;  
9 THAT the foregoing is a true and correct  
10 transcript of the proceeding taken before me as thereon  
11 stated.

12 IN WITNESS WHEREOF, I have hereunto  
13 subscribed my hand this 30 day of June, 1999.

14  
15  
16  
17 Tamara Lowen  
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Certified Shorthand Reporter  
Certificate No. 8935  
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8 Reporter for the State of California, hereby certify;  
9 THAT the foregoing is a true and correct  
10 copy of the original transcript of the proceeding taken  
11 before me as thereon stated.

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17 Tamara Lowen  
TAMARA LOWEN  
Certified Shorthand Reporter  
Certificate No. 8935  
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Public Hearing on Camarillo Airport June 9, 1999	Public Hearing on Camarillo Airport June 9, 1999	Public Hearing on Camarillo Airport June 9, 1999	Public Hearing on Camarillo Airport June 9, 1999
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**Deposition Notes**

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Public Hearing on Camarillo Airport  
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30AAX(7/19)

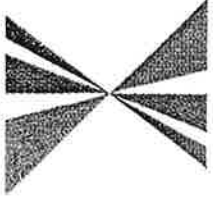
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May 18, 1999

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Ms. Kari Gialketsis  
County of Ventura  
Department of Airports  
555 Airport Way  
Camarillo, CA 93010

**RE: Comments On The Draft Environmental Assessment/Environmental Impact Report For Airport Development In Accordance With The Draft Airport Master Plan Update - SCAG No. I 9900153**

Dear Ms Gialketsis:

Thank you for submitting the above referenced Project to SCAG for review and comment. As area-wide clearinghouse for regionally significant projects, SCAG assists cities, counties and other agencies in reviewing projects and plans for consistency with regional plans.

The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. If you have any questions regarding the attached comments, please contact me at (213) 236-1917.

Sincerely,

*(Signature)*

J. David Stein  
Manager, Performance Assessment and Implementation

**COMMENTS ON THE  
DRAFT ENVIRONMENTAL ASSESSMENT/EIR FOR  
AIRPORT DEVELOPMENT IN ACCORDANCE WITH  
THE DRAFT AIRPORT MASTER PLAN UPDATE  
SCAG No. I 9900153**

**PROJECT DESCRIPTION**

The Project involves the review of potential environmental impacts associated with both short term (first five years) and long term (twenty years) improvement program at Camarillo Airport. Improvements will be made to the following systems: runway/taxi improvements, improvements to navigational aids, additional conventional, executive and T-hangers, terminal improvements and helicopter facilities.

**INTRODUCTION TO SCAG REVIEW PROCESS**

The document that provides the primary reference for SCAG's project review activity is the Regional Comprehensive Plan and Guide (RCPG). The RCPG chapters fall into three categories: core, ancillary, and bridge. The Growth Management (adopted June 1994), Regional Transportation (adopted April 1998), Air Quality (adopted October 1995), Hazardous Waste Management (adopted November 1994), and Water Quality (adopted January 1995) chapters constitute the core chapters. These core chapters respond directly to federal and state planning requirements. The core chapters constitute the base on which local governments ensure consistency of their plans with applicable regional plans under CEQA. The Air Quality and Growth Management chapters contain both core and ancillary policies, which are differentiated in the comment portion of this letter. The Regional Transportation Element (RTE) constitutes the region's Transportation Plan (also referred to as Community Link 21). The RTE policies are incorporated into the RCPG.

Ancillary chapters are those on the Economy, Housing, Human Resources and Services, Finance, Open Space and Conservation, Water Resources, Energy, and Integrated Solid Waste Management. These chapters address important issues facing the region and may reflect other regional plans. Ancillary chapters, however, do not contain actions or policies required of local government. Hence, they are entirely advisory and establish no new mandates or policies for the region. Bridge chapters include the Strategy and Implementation chapters, functioning as links between the Core and Ancillary chapters of the RCPG. Each of the applicable policies related to the proposed project are identified by number and reproduced below in italics followed by SCAG staff comments regarding the consistency of the Project with those policies.

### General Comments

The Draft EIR does adequately address the relationship of the proposed project to **applicable regional plans** as required by Section 15125 [b] of *Guidelines for Implementation of the California Environmental Quality Act*, which state that: "*The EIR shall discuss any inconsistencies between the proposed project and applicable general plans and regional plans. Such regional plans include, the applicable Air Quality Management Plan (or State Implementation Plan once adopted), area-wide waste treatment and water quality control plans, regional transportation plans, regional housing allocation plans, and regional land use plans for the protection of the Coastal Zone, Lake Tahoe Basin, San Francisco Bay, and Santa Monica Mountains*". Discussions in the DEIR refer to SCAG policies and relate the consistency of the project with applicable regional plans..

### Consistency With Regional Comprehensive Plan and Guide Policies

1. **The Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide contains a number of policies that are particularly applicable to the Project.

a. *Core Growth Management Policies*

3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies, shall be used by SCAG in all phases of implementation and review.*

SCAG staff comments. The Draft EIR specifically discusses the relationship of the population, housing and employment anticipated to affect the proposed Project to SCAG's adopted population, housing and jobs forecast. Based on the information provided in the Draft EIR, the Project is consistent with this core RCPG policy.

3.03 *The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.*

SCAG staff comments: The Draft EIR contains information on development phasing and timing in Chapter four. The DEIR explains how construction phasing is determined by need. The Project is consistent with this core RCPG policy.

b. *Ancillary Growth Management Policies*

3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery and efforts to seek new sources of funding for development and the provision of services.*

SCAG staff comments: The Project is consistent with Core Growth Management Policy because the phasing of the development projects is determined by need.

- 13.12 *Encourage existing or proposed local jurisdictions' programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.*

SCAG staff comments. The proposed action improves a local, existing aviation facility to accommodate projected demand based on socioeconomic factors. The improvements would tend to reduce or eliminate the need for local people to travel to another airport for the services offered here. Project is supportive of this ancillary RCPG policy.

- 3.13 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*

SCAG staff comments. The Project is supportive of this ancillary RCPG policy because it encourages infill and redevelopment at the existing airport.

- 3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*

SCAG staff comments. The proposed plan encourages development and redevelopment at the airport in locations least likely to cause adverse environmental impact and encourages mitigation measures which reduce impacts. The Project is supportive of this ancillary RCPG policy.

- 3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

SCAG staff comments. The Project has adequately evaluated noise impact potential around the airport. Land use planning programs are reflective of the biological and ecological conditions in this study. Mitigation measures have been included in the DEIR. The Project is supportive of this ancillary RCPG policy.

2. The 1998 Regional Transportation Plan (RTP) also has policies, all of which are core, that pertain to the Project. The RTP links the RCPG goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable



access to residents affected by socio-economic, geographic and commercial limitations. Among the relevant policies in the RTP are the following:

4.01 *Transportation investments shall be based on SCAG's adopted Regional Performance Indicators.*

SCAG staff comments A Traffic Analysis has been prepared for the project and is found in appendix G. The traffic analysis is based on a **demand** based plan rather than a **time** based plan. There is no reference to SCAG's Regional Performance Indicators. In this respect, the Project is partially consistent with this RTP policy.

4.02 *Transportation investments shall mitigate environmental impacts to an acceptable level.*

SCAG staff comments: Table D in the DEIR lists mitigation measures associated with the environmental category Traffic and Circulation. Traffic mitigation plans would reduce environmental consequences to less than significant. The Project is consistent with this policy.

4.19 *Airports shall be expanded and added to the system to reinforce regional growth patterns and to make regional communities more livable.*

SCAG staff comments. Because the Project is an airport expansion program it is consistent with this core RCPG policy.

3. The Air Quality Chapter (AQC) core actions that are generally applicable to the Project are as follows:

5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.*

SCAG staff comments. The DEIR addresses regional transportation/air quality impacts. Over the life of the Project the increase in emissions is expected to fall within the AQMD threshold. The Project is consistent with this core RCPG policy.

**Conclusions and Recommendations:**

- (1) As noted in the staff comments, the Draft Environmental Impact Report for Airport Development in accordance with the Draft Airport Master Plan Update is consistent with or supports many of the core and ancillary policies in the Regional Comprehensive Plan and Guide and Regional Transportation Plan. Based on the information in the Draft Environmental Impact Report, we have determined the Project is consistent with core policies 3.01, 3.03, 4.02, 4.19 and 5.11 or supportive of ancillary policies 3.09, 3.12, 3.13,

Ms. Gialketsis  
May 18, 1999  
Page 6

3.18 and 3.23. The Project is partially consistent with core policy 4.01.

1 As noted in the General Staff Comments, we expect the Final EIR to address the relationships (consistency with core policies and support of ancillary policies) to SCAG's Regional Comprehensive Plan and Guide and Regional Transportation Plan, and discuss any inconsistencies between the proposed project and applicable regional plans as required by CEQA § 15125[d].

2 All mitigation measures associated with the project should be monitored in accordance with AB 3180 requirements.

**SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**  
**Roles and Authorities**

**THE SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS** is a *Joint Powers Agency* established under California Government Code Section 6502 et seq. Under federal and state law, the Association is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). Among its other mandated roles and responsibilities, the Association is:

- Designated by the federal government as the *Regional Metropolitan Planning Organization* and mandated to maintain a continuing, cooperative, and comprehensive transportation planning process resulting in a Regional Transportation Plan and a Regional Transportation Improvement Program pursuant to 23 U.S.C. § 134(g)-(h), 49 U.S.C. § 1607(f)-(g) et seq., 23 C.F.R. § 450, and 49 C.F.R. § 613. The Association is also the designated *Regional Transportation Planning Agency*, and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080.
- Responsible for developing the demographic projections and the integrated land use, housing, employment, and transportation programs, measures, and strategies portions of the *South Coast Air Quality Management Plan*, pursuant to California Health and Safety Code Section 40460(b)-(c). The Association is also designated under 42 U.S.C. § 7504(a) as a *Co-Lead Agency* for air quality planning for the Central Coast and Southeast Desert Air Basin District.
- Responsible under the Federal Clean Air Act for determining *conformity* of Projects, Plans and Programs to the State Implementation Plan, pursuant to 42 U.S.C. § 7506.
- Responsible, pursuant to California Government Code Section 65089.2, *for reviewing all Congestion Management Plans (CMPs) for consistency with regional transportation plans* required by Section 65080 of the Government Code. The Association must also evaluate the consistency and compatibility of such programs within the region.
- The authorized regional agency for *Inter-Governmental Review* of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12,372 (replacing A-95 Review).
- Responsible for reviewing, pursuant to Sections 15125(b) and 15206 of the CEQA Guidelines, *Environmental Impact Reports* of projects of regional significance for consistency with regional plans.
- The authorized *Areawide Waste Treatment Management Planning Agency*, pursuant to 33 U.S.C. § 1288(a)(2) (Section 208 of the Federal Water Pollution Control Act)
- Responsible for preparation of the *Regional Housing Needs Assessment*, pursuant to California Government Code Section 65584(a).
- Responsible (along with the San Diego Association of Governments and the Santa Barbara County/Cities Area Planning Council) for preparing the *Southern California Hazardous Waste Management Plan* pursuant to California Health and Safety Code Section 25135.3.



# City Of Camarillo

601 Carmen Drive • P.O. Box 248 • Camarillo, CA 93011-0248

Department of Planning and  
Community Development  
(805) 388-5360  
Fax (805) 388-5388

Rec'd  
6/10/99 (KOB)

June 4, 1999

Kari Gialketsis, Environmental Coordinator  
Ventura County Department of Airports  
555 Airport Way  
Camarillo, CA 93010

**Subject: Comments on Draft Environmental Assessment Environmental Impact Report (EIR) for Master Plan Update at Camarillo Airport**

The City of Camarillo would like to thank you for the opportunity to review the draft environmental assessment environmental impact report for the proposed airport development planned under the draft Master Plan.

As previously indicated in a letter to Rod Murphy dated December 28, 1998, from the City of Oxnard regarding the EIR which is also applicable to Camarillo for the Master Plan, it is felt that the draft EIR is structurally deficient and should be substantially revised and recirculated for public review. The structure of the draft EIR is described in the section titled, *Approach PP-S2* (enclosed). In this section, it is stated that the environmental analysis included in this document is based upon a comparison of the impacts of the Proposed Action (future year with implications of the Proposed Project).

At this point, it must be emphasized on behalf of the city, that the approach used in the draft EIR is viewed as different from that used in a document that would meet the intent of CEQA. The City of Camarillo concurs with the conclusions reached in the analysis by the City of Oxnard, and we feel the same circumstances apply to the document prepared for the City of Camarillo. It needs to be reexamined as to the general format utilized in the preparation of this environmental document.

It must be realized that the Draft Airport Master Plan update and all of the activity actions maximum airport capacity and associated impacts are inseparable. Also, they must be evaluated in relation to the baseline of existing conditions, such as the activities

known to exist in a relatively current base referenced year, such as 1997. Thus, attempting to use a future year, without implications of the proposed project as it states in the introductory part of the approach, is simply a way of making a project's impacts seem insignificant. When these same impacts are compared with existing conditions, they will, in many instances, be obviously significant. For reference, inspection of Table C, *Summary of Environmental Consequences and Mitigation Measures* has revealed no determination of significant impact for any topic or activity. This is not based on fact, since there is a projected increase in aircraft operations from 188,344 in 1997, to 315,800 by the year 2018 (reference: pps. 4-5, Table 4A, *Summary of Operations*).

### ALTERNATIVE REVIEW

In examining the alternatives covered on page S-7, *Alternative A*, which is the preferred alternative (as called out on page S-7) talks about the various types of improvements proposed which include the implementation that this alternative would provide for dual parallel taxiways for both the runway and terminal areas. This will significantly improve safety on airports and will also result in a slight improvement in operational delay time and costs. A medium intensity approach lighting system (MALSR) approach lighting system would be installed to support a Category 1 precision instrument approach to Runway 26; a helicopter training area would be provided on the north side of the airfield near the Camarillo Hill Drain, well away from the land side facilities and allowing for a separate traffic pattern. Additional hangar and associated taxi lanes would be installed in three (3) primary development areas: center, east and west. A general aviation terminal building and space for the Ventura County Department of Airports would be constructed in the East Terminal area. The fuel farm would be expanded, and existing access road to the west land side area near the shooting range would be paved.

After reading the summary of the main components of the preferred alternative and referred to in Exhibit 2-A, *Alternative A Proposed Action*, the description fails to indicate that a parallel runway is part of that proposal which would include an ultimate width of 75 feet and a length of 3,500 feet. This is called out as Item 9 on the exhibit. It appears that the summary of the alternative should include the fact that a parallel runway is being proposed as part of the preferred alternative for evaluation by the general public and certainly should be included in the environmental assessment to examine the implications of a parallel runway; such as, what impact would the added runway have on capacity at the airport and on traffic patterns? It is also important to note that Camarillo Airport is called out as a training facility for the FAA, which means

the air control personnel have a tendency to expand pattern which also expands the potential impact.

### AIR QUALITY

In examining the EIR, it is interesting to note that under the air quality review, it indicates that the project will increase use of the Camarillo Airport, which will result in an increase in NO<sub>x</sub> emissions of 126.44 pounds per day; an increase in ROC emissions of 129.73 pounds per day; and an increase of particulate matter emissions of 2.35 pounds per day.

The conclusion is that the airport is located in an area that is forecasted to remain within the AQMP population forecast; therefore, the project is consistent with the AQMP. Population forecast is only one measure in considering whether or not a project would be considered consistent. One must also consider the increase in emissions, since the current limit is 25 pounds per day. It is evident that the proposed expansion and improvements to the airport would cause a significant impact and, therefore, those impacts must be addressed with offsetting measures, not simply the conclusion that it would not have an impact on air quality.

### TRAFFIC GENERATION

In examining the traffic section as indicated on pages 4-30, it appears that the Master Plan EIR does review the traffic generated on various streets and does provide a mitigation measure. However, the EIR does not address the new roadway planned within the airport to connect with Las Posas Road; the residual effects of that on the traffic flow of Las Posas Road; and the provisions for providing appropriate signalization to allow for ingress and egress. This is also indicated on *Alternative A* with the roadway indicated by dashed blue lines. It is also our understanding that the roadway will be used as a primary access, and a new fire station will be constructed at the entrance on Las Posas Road.

It is interesting to note that there are no significant impacts stated in the draft EIR, and no mitigation is proposed; however, in comparison, in the final draft *FAR Part 150 Noise Study*, a significant number of noise abatement elements are being recommended as part of that analysis. It appears only reasonable that those measures also be a part of this Master Plan response to the impacts. There are 14 mitigation measures recommended in the noise abatement section *FAR Part 150 Study*. The EIR appears to

be inconsistent with the "150" analysis which was recently reviewed and recommended for approval by the Camarillo Airport Authority.

Therefore, in reexamination of the document, it is our conclusion that additional work is required in the draft EIR which needs to be substantially revised to meet the intent of the California Environmental Quality Act and that it be recirculated for public review and comment.

Sincerely,

A handwritten signature in black ink, appearing to read "Matthew A. Boden". The signature is stylized and somewhat cursive, with a large "M" and "B" being particularly prominent.

Matthew A. Boden, Director  
Planning and Community Development

MAB:rp/jw/ll (d:\wf4\camairport-eiresponse.ltr)

Enclosure

cc: City Council  
City Manager

alternatives. Where necessary and appropriate, mitigation measures are discussed which would reduce or eliminate the anticipated environmental impacts. The environmental categories specified in this chapter are required under either FAA or state regulations.

Chapter Five is intended to address federal requirements for an evaluation of the Proposed Action's impact on other considerations, specifically approved federal, regional, state and local land use plans and policies.

Chapter Six is intended to address *California Environmental Quality Act* (CEQA) requirements for an evaluation of the Proposed Action's cumulative impacts to governmental services and natural resources.

Chapter Seven lists the preparers and evaluators, as required to meet FAA criteria.

The appendices include a copy of the Initial Study, a list of all agencies contacted as part of the initial scoping effort, copies of all responses received, a copy of the Airport Layout Plan and Land Use Assurance Letter, and copies of the technical analyses completed as part of this study. Following the public review and hearing, the Final EA/EIR document will include the public hearing documentation (i.e., copies of advertisements and legal notices, transcript of the hearing, and letters received during the public comment period) and written responses to comments received at the hearing and in writing.

## APPROACH

*Determination of Effect.* To comply with both the *National Environmental Policy Act* (NEPA) and *California Environmental Quality Act* (CEQA) requirements, two different threshold criteria are used in this document to determine the impacts of the Proposed Action. As required by NEPA and the Federal Aviation Administration (FAA), lead agency for the Environmental Assessment, the environmental analysis included in this document provides a comparison of the impacts of the Proposed Action (future year with implementation of the proposed project) with those of the No Action alternative (future year without implementation of the Proposed Action).

This approach recognizes that Camarillo Airport is an existing aviation facility and will continue to operate whether or not any of the identified projects are constructed or implemented. It is also reasonable to expect that use of the airport will continue to increase over the next 20 years, both by general aviation (including corporate) passengers and private aircraft operators, as population and economic growth continues in the area.

In accordance with CEQA Guidelines, CEQA impacts are determined based on a comparison of the Proposed Action to the existing condition, or environmental setting (Section 15125). This



**DEPARTMENT OF TRANSPORTATION**

DISTRICT 7, ADVANCE PLANNING  
IGR OFFICE 1-10C  
120 SO. SPRING ST.  
LOS ANGELES, CA 90012  
TEL: (213) 897-0486 ATSS: 8- 647-0486  
FAX: (213) 897-8906  
E-mail: [:NoraPiring/CAGOV@DOT](mailto:NoraPiring/CAGOV@DOT)



May 25, 1999

MS. KARI GIALKETSIS  
County of Ventura  
Department of Airports  
555 Airport Way  
Camarillo, CA 93010

Re: IGR/CEQA #990448/CP  
DEIS/DEIR  
Camarillo Airport Master Plan Update  
Vic. Ven-101-15.86  
SCH NO. 97121005

Dear Ms. Gialketsis:

We acknowledge receipt of the above-referenced project. The project is an update to the existing Camarillo Airport Master Plan.

Our review of the document indicates, State Route 101 is expected to operate at unacceptable level of service in year 2010. Since the proposed project will have a significant impact on State facilities (Mainline Route 101 and Las Posas on/off ramps). Mitigation measures to alleviate the anticipated traffic impact to cover any cost for widening Route 101 and Las Posas on/off ramps are needed.

If you have any questions regarding this response, please feel free to contact the undersigned at (213) 897-4429 and refer to our IGR/CEQA #990448/CP.

Sincerely,

A handwritten signature in black ink that reads "Stephen J. Buswell".

STEPHEN J. BUSWELL  
Project Manager  
IGR/CEQA

cc: Mosie Boyd  
State Clearinghouse



Gray Davis  
GOVERNOR

STATE OF CALIFORNIA

# Governor's Office of Planning and Research

1400 TENTH STREET SACRAMENTO, CALIFORNIA 95812-3044

916-322-2318 FAX 916-322-3785 www.opr.ca.gov



Loretta Lynch  
DIRECTOR

June 15, 1999

KARI GIALKETSIS  
COUNTY OF VENTURA DEPARTMENT OF AIRPORTS  
555 Airport Way  
Camarillo, CA 93010

Subject: CAMARILLO AIRPORT  
SCH#: 97121005

Dear KARI GIALKETSIS:

The State Clearinghouse submitted the above named Negative Declaration to selected state agencies for review. On the enclosed Notice of Completion form please note that the Clearinghouse has checked the state agencies that reviewed your document. The review period closed on June 11, 1999, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's eight-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

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

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

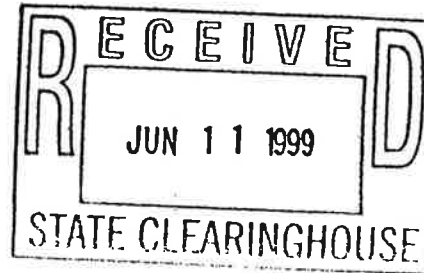
Terry Roberts  
Senior Planner, State Clearinghouse

Enclosures  
cc: Resources Agency

**DEPARTMENT OF TRANSPORTATION**  
DISTRICT 7, ADVANCE PLANNING  
IGR OFFICE 1-10C  
120 SO. SPRING ST.  
LOS ANGELES, CA 90012  
TEL: (213) 897-0486 ATSS: 8-647-0486  
FAX: (213) 897-8906  
E-mail: [NoraPiring/CAGOV@DOT](mailto:NoraPiring/CAGOV@DOT)

May 25, 1999

**MS. KARI GIALKETSIS**  
County of Ventura  
Department of Airports  
555 Airport Way  
Camarillo, CA 93010



*Cleared 6/1*  
*E*

Re: IGR/CEQA #990448/CP  
DEIS/DEIR  
Camarillo Airport Master Plan Update  
Vic. Ven-101-15.86  
SCH NO. 97121005

Dear Ms. Gialketsis:

We acknowledge receipt of the above-referenced project. The project is an update to the existing Camarillo Airport Master Plan.

Our review of the document indicates, State Route 101 is expected to operate at unacceptable level of service in year 2010. Since the proposed project will have a significant impact on State facilities (Mainline Route 101 and Las Posas on/off ramps). Mitigation measures to alleviate the anticipated traffic impact to cover any cost for widening Route 101 and Las Posas on/off ramps are needed.

If you have any questions regarding this response, please feel free to contact the undersigned at (213) 897-4429 and refer to our IGR/CEQA #990448/CP.

Sincerely,

Original Signed By  
**STEPHEN J. BUSWELL**  
Project Manager  
IGR/CEQA

cc: ✓ Mosie Boyd  
State Clearinghouse

### Notice of Completion

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814 916425-0613

See NOTE below  
SCH # 97121005

Project Title: Camarillo Airport Master Plan Update

Lead Agency: Ventura County Department of Airports

Contact Person: Karl Giaketsis

Street Address: 555 Airport Way

Phone: 805/388-4235

City: Camarillo, CA

Zip: 93010

County: Ventura

#### Project Location

Country: Ventura

City/Nearest Community: Camarillo

Cross Streets: Las Brisas Road / Pleasant Valley Road

Assessor's Parcel No. \_\_\_\_\_

Section: \_\_\_\_\_ Twp. \_\_\_\_\_

Total Acres: 1.00

Within 2 Miles: US State Hwy # 101

Waterways: \_\_\_\_\_

Range: \_\_\_\_\_ Base: \_\_\_\_\_

Airports: Camarillo

Railways: \_\_\_\_\_

Schools: \_\_\_\_\_

#### Document Type

- CEQA:  NOP  Supplement/Subsequent  NEPA:  NOI  Other:  Joint Document
- Early Cons  EIR (Prior SCH No.)  EA  Final Document
- Neg Dec  Other  Draft EIS  FONSI
- Draft EIR

#### Local Action Type

- General Plan Update  Special Plan  Rezone  Annexation
- General Plan Amendment  Master Plan Update  Preczone  Redevelopment
- General Plan Element  Planned Unit Development  Use Permit  Coastal Permit
- Community Plan  Site Plan  Land Division (Subdivision, Parcel Map, Tract Map, etc.)  Other

#### Development Type

- Residential: Units \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_
- Office: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_
- Commercial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_
- Industrial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_
- Educational \_\_\_\_\_
- Recreational \_\_\_\_\_
- Water Facilities: Type \_\_\_\_\_ MGD
- Transportation: Type Airport
- Mining: Mineral \_\_\_\_\_
- Power: Type \_\_\_\_\_ Watts
- Waste Treatment: Type \_\_\_\_\_
- Hazardous Waste: Type \_\_\_\_\_
- Other: Airport Improvements

Funding (Approx.) Federal \$6,021,006 (54%) State 264,150 TOTAL \$6,285,150

#### Project Issues Discussed in Document

- Aesthetic/Visual  Flood Plain/Flooding  Schools/Universities  Water Quality
- Agricultural Land  Forest Land/Fire Hazard  Septic Systems  Water Supply/Groundwater
- Air Quality  Geologic/Seismic  Sewer Capacity  Wetland/Riparian
- Archeological/Historical  Minerals  Soil Erosion/Compaction/Grading  Wildlife
- Coastal Zone  Noise  Solid Waste  Growth Inducing
- Drainage/Absorption  Population/Housing Balance  Toxic/Hazardous  Landuse
- Economic/Jobs  Public Services/Facilities  Traffic/Circulation  Cumulative Effects
- Fiscal  Recreation/Parks  Vegetation  Other

#### Present Land Use/Zoning/General Plan Use

Airport - General Plan "Public" No change proposed.

#### Project Description

The project involves landside improvements and development associated with the Draft Camarillo Airport Master Plan update. More detail is provided in the attached "Notice of Availability".

Clearinghouse Contact: Mosie Boyd (916) 445-0613

Review Began: 4-28-99

Review to Agency: 6-4-99

Copy to SCH: 6-9-99

COMPLIANCE: 6-11-99

#### Project Sent to the following State Agencies

- Resources
- Boating & Waterways
- Coastal Comm
- Coastal Consv
- Colorado Rvr Bd
- Conservation
- Fish & Game # 5
- Delta Protection Comm
- Forestry & Fire Prot
- Historic Preservation
- Parks & Rec
- Reclamation Board
- Bay Cons & Dev Comm
- DWR
- OES (Emergency Svcs)
- Bus Transp Hous
- Aeronautics
- CHP
- Caltrans # 7
- Trans Planning
- Housing & Com Dev
- Food & Agriculture
- Health Services
- State/Consumer Svcs
- General Services
- Cal EPA
- ARB
- Integrated Waste Mgmt Bd
- SWRCB: Clean Water Prog
- SWRCB: Water Rights
- SWRCB: Water Quality
- SWRCB: Bay-Delta Unit
- Reg WQCB # 4
- Toxic Sub Ctrl-CTC
- Yth/Adlt Corrections
- Corrections
- Independent Comm
- Energy Commission
- NAHC
- Public Utilities Comm
- Santa Monica Mtns
- State Lands Comm
- Tahoe Rgl Plan Agency (TRPA)
- Other: \_\_\_\_\_

Please note State Clearinghouse Number (#) on all Comments

Please forward late comments directly to the agency

APCD 39 (Resources: 5, 1, 1)

## **RESPONSES TO AGENCY COMMENTS**

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### **SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS**

**Letter dated May 18, 1999**

**Comment #1:** SCAG evaluated the document in terms of its consistency with the Regional Comprehensive Plan and Guide, and Regional Transportation Plan. It found that the project was consistent with or supports many of the core and ancillary policies.

**Response:** Comment noted.

**Comment #2:** Regarding Policy 4.01, SCAG found the plan was only partially consistent with SCAG's Regional Performance Indicators because there is no reference to them within the Draft EA/EIR.

**Response:** These indicators relate to mobility, accessibility, environment, reliability, safety, livable communities, equity, and cost-effectiveness. It is unclear how the project is inconsistent with these indicators. Language has been added to the discussion of the SCAG Comprehensive Plan and Guide in Chapter 5 of the EA/EIR, which specifically outlines the regional performance indicators and notes that the project is not inconsistent these measures (see page 5-9 of this Final EA/EIR).

**CITY OF CAMARILLO**  
**Letter dated June 4, 1999**

**Comment #1:** The City believes that the Draft EA/EIR is “structurally deficient and should be substantially revised and recirculated for public review.” They attached a copy of page S-2 of the summary chapter which notes that the environmental analysis is based on a comparison of the Proposed Action to the No Action alternative. They note that the impacts of airport operations and activity in the future must be evaluated in relation to the existing condition.

**Response:** It is clearly stated on the page which the city attached, S-2, that, in order to comply with both NEPA and CEQA, two different threshold criteria were used. The City highlighted the discussion related to the NEPA threshold. Further down on the same page it notes that “CEQA impacts are determined based on a comparison of the Proposed Action to the existing condition, or environmental setting.” The city’s concerns have, therefore, already been incorporated into and addressed within the document.

**Comment #2:** The City notes that, as there is a projected increase in aircraft operations over the 20 year time frame, there must be significant impacts.

**Response:** The Draft EA/EIR includes a comparison of the Proposed Action (long-term) to the Existing Condition. As provided in the analysis, an increase in operations does not necessarily correspond to a significant increase in environmental impact. This analysis is found in primarily in Chapters 4 and 6 of the EA/EIR and is summarized in Tables C and D of the Summary Chapter.

**Comment #3:** The City notes that the Proposed Action fails to indicate that a parallel runway is part of the proposal. This runway is called out as Item 9 on Exhibit 2A.

**Response:** As indicated on Exhibit 2A, the parallel runway is identified beyond the 20-year planning horizon and is shown for “planning purposes only.” This is necessary because of the airspace issues associated with runway facilities. By planning around a potential runway, other airside facilities, such as taxiways, and landside facilities can be located such that they would not need to be relocated in the future. This is further explained on page 2-4 of the text, where it is also noted that the parallel runway is “not proposed within the 20-year development period of the master plan” and is “not considered in this environmental analysis.” The text also identifies that additional NEPA and CEQA analysis would be required prior to the development of a parallel runway.

**Comment #4:** The City disagrees with the determination that the airport is consistent with the AQMP because the increase in NOx and ROC emissions will exceed the threshold.

**Response:** As noted on page 4-39 of the Draft EA/EIR, the identified thresholds are intended to apply to individual improvement/development projects and not to a 20-year master plan; therefore, it is not appropriate to apply the 25 pounds/day standards to the entire plan, just as it would be inappropriate to apply those standards to an entire community general plan. As noted on page 4-44 of the Draft EA/EIR, under the CEQA Analysis heading, as this is a Program EIR, at the appropriate time, individual projects will be considered on a project-by-project basis to determine if there are any direct impacts. The identified thresholds will be utilized in evaluating the individual projects.

Finally, as noted on page 4-44 of the Draft EA/EIR, under the Cumulative Impact heading, the increase in aircraft operations and associated vehicle trips would be expected to occur on a regional basis regardless of whether the proposed improvements occur at Camarillo Airport. This means that the increase in operations and activity at Camarillo Airport reflect aircraft and vehicle trips of people who would fly or drive into and out of the region in order to accomplish their business or recreation, regardless; therefore, the cumulative impact is considered less-than-significant.

**Comment #5:** The Draft EA/EIR does not address the new roadway planned within the airport to connect with Las Posas Road; the residual effects of that on the traffic flow of Las Posas Road; and the provisions for providing appropriate signalization to allow for ingress and egress. It is also the city's understanding that the roadway will be used as a primary access, and a new fire station will be constructed at the entrance on Las Posas Road.

**Response:** The Camarillo Airport Master Plan indicates preliminary improvements to construct the new roadway as described in the city's letter. The original intent of this roadway was to serve as a minor access/egress for the east hangar area, limited to right in/out movement only and constructed with a gated/keyed entry to the hangar area, limiting access to authorized persons only. The County Fire Department now proposes locating a station at that access, requiring two-way access/egress. It should be noted, however, that these improvements will only be made in conjunction with the approval and construction of the proposed County fire station and are not required for airport development as described in the *Draft Airport Master Plan Update*. The new fire station is still in the early planning stages and will be required to undergo its own separate environmental review at the appropriate time, at which time the impacts of traffic/circulation on Las Posas Road will be addressed.

**Comment #6:** Finally, the city noted that the findings of the Draft EA/EIR appear to be inconsistent with the FAR Part 150 Noise and Land Use Compatibility Study. They note that the FAR Part 150 Study identifies 14 "mitigation measures" but the EA/EIR does not identify any.

**Response:** First, the Part 150 Study and the EA/EIR are separate and distinct documents. The Part 150 study considers impacts in total: both existing and future, but only noise impacts, while the EA/EIR looks at all environmental categories, but addresses only increases in impacts.

Second, and critical in this case, the measures identified in the Part 150 Study are not “mitigation measures.” They are noise abatement and land use management measures. There is a difference in meaning and intent. The term “mitigation measure” generally applies to NEPA and CEQA analysis and is used to define measures which would reduce future impacts related to a particular project. Noise abatement and land use management measures are intended to reduce noise-related impacts, but do not carry the legal requirement or weight of a “mitigation measure.” Noise abatement measures are intended to reduce the overall noise generated at a given facility, or to move the noise exposure away from noise-sensitive land uses and over noise compatible land uses. Land use management techniques are proposed to remove or reduce the number of noise-sensitive land uses within the noise exposure area. These are not considered mitigation measures, they are considered management strategies.



**CALIFORNIA DEPARTMENT OF TRANSPORTATION, DISTRICT 7**  
**Letter dated May 25, 1999**

**Comment #1:** State Route 101 is expected to operate at unacceptable levels of service in year 2010. Since the proposed project will have a significant impact on State facilities (Mainline Route 101 and Las Posas on/off ramps), mitigation measures to alleviate the anticipated traffic impact to cover any cost for widening Route 101 and Las Posas on/off ramps are needed.

**Response:** The comment suggests that implementation of the proposed Airport Master Plan will create a traffic impact that will require the widening of Route 101. The impacts identified in the EA/EIR are merely a small increment of a cumulative impact in the highway in the future. It is not feasible nor reasonable that the Ventura County Department of Airport would be solely responsible for the widening of Route 101 at this time. The County of Ventura and the City of Camarillo participate in a reciprocal traffic impact mitigation fee program to mitigate identified project and cumulative traffic impacts on local roadways. There is no know State traffic impact mitigation fee program that requires contribution of a "pro rata" share to mitigate traffic impacts on state roadways.; therefore, the Ventura County Department of Airports cannot reasonably make a commitment to pay to "cover any cost for widening Route 101."

## **RESPONSE TO PUBLIC HEARING COMMENTS**

The following comments represent a summary of the comments received at the June 9, 1999 Public Hearing on the Draft EA/EIR. Speakers at the hearing, whose comments are summarized and grouped according to subject below, were members of the Ventura County Environmental Report Review Committee: Bruce Smith, Jim Fullmer, Craig Morgan, Melinda Talent, and Chuck Thomas. Also participating in the hearing was Bob Burrows with the City of Camarillo Planning Department. The transcript of the public hearing is included in its entirety in **Appendix H** of this document.

### **ALTERNATIVES**

**Comment #1:** City of Camarillo takes exception to the parallel runway being shown. If it is not part of the project, it shouldn't be illustrated. The City feels that it could be misinterpreted if left on the exhibits.

**Response:** See response to Comment #3 by the City of Camarillo (page J-2).

### **EXISTING CONDITION**

**Comment #2:** Recent Supreme Court of California decision not to hear and overturn an appellate court case which clarifies what constitutes the existing environment. A project which is fully permitted and operational is considered part of the existing environment.

**Response:** Comment noted. The Existing Condition referenced in the EA/EIR reflects the operating airport, consistent with the Court's finding.

### **TRAFFIC AND CIRCULATION**

**Comment #3:** Relative to traffic, concerned with impacts to the LOS of Las Posas Road. Introduction of a driveway onto this road will affect the whole corridor. Camarillo has signal synchronization issues and a variety of other issues. The current interchange cannot handle what the City of Camarillo's *General Plan* calls for, that's why the City is proceeding with a new interchange between Central Avenue and Las Posas Road to free up existing congestion in the area. The impacts of the driveway need to be addressed in light of these other issues.

**Response:** Comment noted. See response to Comment #5 by the City of Camarillo (page J-3).

**Comment #4:** Driveway from Las Posas was envisioned by the airport to be a right-turn in only, no egress. A dedicated right-turn lane in County ROW or on airport property. Then the County Fire

Department identified different needs. The County Fire Department has been talking to the City of Camarillo regarding their needs for additional traffic light and control, which is totally separate from the proposed airport master plan, as the fire station is completely separate from airport. If an acceptable design cannot be arrived at, the airport will not use the access way.

**Response:** A statement to this effect was added to the Traffic and Circulation section of Chapter Four in the Final EA/EIR.

## **AIR QUALITY**

**Comment #5:** A statement should be added to the air quality section noting that it is too speculative to estimate the number of new users/demand resulting from the improvements.

**Response:** A statement was added to the air quality section of Chapter 4, as requested.

**Comment #6:** Page 4-44 indicates an increase in NO<sub>x</sub> emissions of 126 pounds per day and an increase in ROC emissions of 129 pounds per day. This is inconsistent with the tables on the preceding two pages which indicates that the emissions associated with the No Action and Proposed Action are the same (see tables 4M and 4N). Where is this difference coming from?

**Response:** The increase in emissions estimates referenced in the comment are discussed in the *CEQA Analysis* section, which requires a comparison of the Proposed Action to the Existing Condition. The numbers are derived from comparing Table 4L, which reflects the Existing Condition, with the long-term Proposed Action emissions described in tables 4M and 4N.

**Comment #7:** The air quality analysis conclusions rely on the region remaining within the AQMP population forecasts; however, the AQMP forecasts only go out to 2005 and not to 2020 like the airport master plan. Because the AQMP forecasts are subject to change between 2003 and 2020, it is not correct to say that the region's 2020 forecasts are within the AQMP forecasts. The APCD Guidelines require consistency with the AQMP. The document should, therefore, just identify that the current population is within the population forecasts, and not reference the forecasted future population.

**Response:** Statements on page 4-44 were revised, as suggested..

**Comment #8:** Sentence on top of page 4-44 contains a triple negative.

**Response:** Sentence rewritten, as suggested.

**Comment #9:** The AQMD does not concur with the finding that cumulative impacts are de minimus because the activity would occur somewhere else in the region, regardless of the project. It is the same argument made by retail developers. The AQMD agrees that the type of projects proposed within the airport master plan would not cause a significant increase in emissions, but does not concur with the language under the cumulative impact section. Cumulative impacts should be reclassified as less-than-significant.

**Response:** Revision made, as suggested. Justification is because it is an existing facility and the types of facility improvements that are proposed aren't of the type or nature to cause a significant increase in emissions.

**Comment #10:** Relative to air quality, the existing air quality emissions should be what they are today and consistency with the AQMP should be determined based on the project as a whole and not the individual elements.

**Response:** Comment noted. See response to Comment #4 by the City of Camarillo (page J-3).

## **GROWTH RISK**

**Comment #11:** If the new hangars aren't built, will the identified demand occur. Is the airport generating a future demand by building those hangars that wouldn't occur if they weren't built?

**Response:** Page 6-3 through 6-4 of the EA/EIR addresses this question. Essentially, it is too speculative to estimate how much of the additional demand will occur as a result of the planned improvements, though the percentage is expected to be small. Most of the new users are assumed to use the airport now in some form or fashion, by either basing their aircraft at Camarillo Airport, or flying in/out of the airport on an as-needed basis.

## **ADEQUACY OF EA/EIR**

**Comment #12:** The EIR is inadequate in its evaluation of long-term impacts. Project is analogous to a Specific Plan update or amendment.

**Response:** Comment noted. See response to Comment #1 by the City of Camarillo (page J-2). FAA will make the determination on the adequacy of the document under the *National Environmental Policy Act* and the County of Ventura will make the determination under the *California Environmental Quality Act*. The Commentor did not provide any specifics regarding the purported inadequacy of the document so further response is not possible.

**Comment #13:** Document needs to be revised and recirculated for additional review based on comments received at the public hearing and in writing during the comment period.

**Response:** Comment noted. See response to Comment #1 by the City of Camarillo (page J-2). The comments received at the public hearing and in writing during the comment period did not warrant new analysis nor a significant rewrite of the document; therefore, further circulation is not required.

