

ADDENDUM

TO

ENVIRONMENTAL IMPACT REPORT
FOR
AIRPORT DEVELOPMENT IN ACCORDANCE
WITH THE ADOPTED
AIRPORT MASTER PLAN UPDATE AT
CAMARILLO AIRPORT

CAMARILLO, CA

Prepared by
Coffman Associates, Inc.

May, 2003

**ADDENDUM
TO
ENVIRONMENTAL IMPACT REPORT
FOR
AIRPORT DEVELOPMENT IN ACCORDANCE WITH THE
ADOPTED AIRPORT MASTER PLAN UPDATE
AT
CAMARILLO AIRPORT
JULY 1999**

State Clearinghouse Number 97121005

A. PROJECT DESCRIPTION

1. Entitlements: Minor Amendment to Camarillo Airport Master Plan
2. Applicant: Ventura County Department of Airports, Director of Airports, Scott E. Smith
3. Location: Camarillo Airport, 555 Airport Way, Camarillo, California
4. Assessor Parcel Numbers: 216-0-040-110, 216-0-040-125, 216-0-040-165, 230-0-030-155, 230-0-010-135, 230-0-030-125, 230-0-030-055
5. Project Size: 658.7 acres (includes acreage of entire airport property)
6. General Plan Designations: Public
7. Existing Zoning: M-1 (light manufacturing)

Project Description: The project consists of a minor amendment to the Camarillo Airport Master Plan (dated November, 1995), which contains four components referred to as Components A, B, C, and D. The purpose of this master plan was to outline a long-range orderly direction for airport development, which will maintain safe, efficient, economical, and environmentally acceptable air transportation facility. The proposed amendments to the Master Plan will not result in a change to the types of aircraft that utilize the airport. Additionally, anticipated aircraft operations are not anticipated to change. The aircraft typically utilizing the airport are general aviation aircraft. The vast majority of which are small single-engine aircraft. A small number of multi engine aircraft account for less than 10 percent of based aircraft, including four jet aircraft. There are also six helicopters based at the airport. **The number and types of aircraft currently using and forecasted to use the Airport**

are the same regardless of the proposed project. The Airport will continue to operate at its current capabilities.

Components A (Airfield Facilities) and B (Airport Design Standards) of the project relate to the design standards for the Airport. Currently the Airport is classified as an Airport Reference Code (ARC) B-III/D-II facility. An Airport Reference Code is defined by the approach category and airplane design group. This code relates aircraft design criteria to the operational (approach speed) and physical (wingspan) characteristics of the aircraft intended to operate at the airport. The critical ARC for design is the most demanding ARC with at least 500 annual operations at the airport.

Group III aircraft that currently utilize the airport includes the Gulfstream V, the Global Express, and the C-46. At Camarillo Airport the number of operations performed by these Group III aircraft is an optimistic 50 (25 visits), or 10 percent of what would be considered appropriate to identify them as the critical design aircraft; therefore a Group III designation is not appropriate.

Presently, there are several Group II aircraft based at the airport. The operations by these aircraft in combination with the Group II transient operations far exceed the 500-operation minimum to be considered as critical design aircraft. It is thereby recommended that the ARC be amended from ARC B-III/D-II to ARC D-II.

No modifications or physical changes to Airport facilities will be required to meet ARC D-II standards. Thus, there is no substantial change to the approved Master Plan. Also, this component does not result in any new or increased environmental impacts, only changes in design standard designation for the airport.

Component C (Terminal Plan Layout) of the project incorporates several changes for future hangar development. **Exhibit A** depicts hangar development as outlined within the July 1999 certified EA/EIR and **Exhibit B** depicts the proposed changes to the hangar development. These changes are needed due to the existing demand for various types of hangar facilities at the Airport. Specifically, Sun Air Jet Center, located west of the airport traffic control tower, has indicated a need for conventional hangars in their location. As depicted on **Exhibit A**, this area was planned for a number of T-hangars and executive hangars. In order to accommodate the needs of the operator, the planned hangars are proposed to be relocated to an area in the northeastern portions of the area identified for hangar development on Airport property (Area D, **Exhibit B**) in order to make space for the needed conventional hangars. Additional requests for conventional hangar space, in lieu of T-hangars or

executive hangars, have been received by the Airport. To meet this demand, four additional conventional hangars are proposed. Conventional hangars are used for commercial purposes, such as aircraft storage and maintenance. These conventional hangars will be located west of Taxiway G1 (Area E, **Exhibit B**) and in the northeastern-most portion of Airport property (Area D, **Exhibit B**). Construction of these four conventional hangars will alleviate one-third of the conventional hangar demand at the Airport.

The proposed changes in hangar placement result in an anticipated loss of four small hangars and a gain of six conventional hangars for a net gain of two hangar facilities. However, the layout of the hangar facilities, as depicted on **Exhibit B**, are general in nature and future development plans specific to each area will ultimately determine the exact number of hangars that can be developed for each location. Therefore, the net difference could be a slight increase, decrease, or none at all. *Construction of the hangar facilities is not being proposed to attract different types of aircraft or more aircraft. Hangar development is being undertaken to meet the existing demand of Airport users.*

The potential environmental impacts of this component have been reviewed and are summarized within **Table A**. No new impacts or increases in severity of existing impacts are identified.

Component D- Airport Layout Plan Revision. This component of the project relates to the revision of the Airport's Airport Layout Plan (ALP) based on the changes outlined in Components A, B, and C. The FAA requires that an ALP be kept current to accurately depict the development that occurs at an airport. This component does not have any environmental impacts as it is concerned solely with the adoption of the revised ALP.

It must be noted that only Component C changes the physical development plans for the Airport. Component C outlines the addition of four conventional hangars. Components A and B outline changes to the design standard designations and will not require any physical modification to the Airport. Component D refers to the update of the Airport Layout Plan based on the changes outlined in Components A, B, and C. These changes were developed based on the environmental findings of the 1999 certified EIR/EA and were designed to avoid any environmental resources defined within the EIR/EA.

8. Trustee Agency: None
- Lead Agency: Ventura County Department of Airports

B. STATEMENT OF ENVIRONMENTAL FINDINGS

Pursuant to Section 15164 of the *State CEQA Guidelines*, an **Addendum** to the previously certified EIR, for Airport Development in accordance with the *Adopted Airport Master Plan Update at Camarillo Airport*, may be prepared if some changes or additions are necessary and none of the conditions cited in CEQA Section 15162 of the *State CEQA Guidelines*, calling for the preparation of a Subsequent EIR, have occurred. None of these conditions have occurred, as indicated by the following findings and supporting analysis.

EVIDENCE SUPPORTING THE DECISION NOT TO PREPARE A SUBSEQUENT EIR:

- (1) *No substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.*

Analysis. Potentially significant issues which required mitigation as identified in the 1999 certified EIR included noise, geologic hazards, water supply and quality, historical and cultural resources, and construction impacts. A review of these impact areas indicate that the relocation of the hangar facilities, as depicted on **Exhibit B**, will not result in a substantial increase in the severity of previously identified significant effects.

Additionally, a review of the remaining impact categories was undertaken. This review indicated that the proposed hangars in the northeastern portions of Airport property are planned to be placed within the 100-year floodplain as defined within the 1999 certified EIR. However, this floodplain is associated with Camarillo Hills Drain, which is currently undergoing a major construction project. This project will confine a 100-year flood event to the drain itself thereby essentially eliminating the presence of the 100-year floodplain on Airport property. Once construction on the drain is complete, the Federal Emergency Management Agency (FEMA) is expected to make a final determination by a letter of map revision (LOMA) that the 100-year floodplain is confined to the floodway (Camarillo Hills Drain) based on the contents of a conditional letter of map revision (CLOMR) dated November 20, 2002 from FEMA. Coordination with FEMA regarding the drain improvement project is attached to this Addendum.

Once the improvements to the drain are complete, the proposed hangars will be located outside of the 100-year floodplain. Construction of the hangar facilities is not anticipated to occur before the drainage improvements are complete. Regardless of the Camarillo Hills Drain improvements, the Department of Airports will comply with the Ventura County Flood Plain Management Ordinance and applicable City ordinances during the design and construction of the hangar facilities, if required, as outlined within the 1999 certified EIR.

Based on the improvements to the floodplain within the project area, no new significant environmental effects will result from the project.

- (2) *No substantial changes will occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.*

Analysis. Circumstances under which the project is undertaken (i.e. development of hangar facilities) will be demand-driven as outlined within the 1999 certified EIR. No significant changes have been proposed to the number of hangars to be constructed or the number and types of aircraft anticipated utilizing the airport. The proposed minor amendments to the master plan and the revisions to the ALP will result in improvements to safety by preserving and improving compliance with the FAA design standards at the Airport, as well as an increased ability to meet hangar demand at the airport.

An increase in the severity of environmental effects identified in the certified 1999 EA/EIR is not anticipated. This is because the floodplain impacts in the 1999 certified EIR are anticipated to be significantly reduced, once the drainage project associated with the Camarillo Hills Drain is complete (as described within Section B1, above).

- (3) *No new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete and adopted, shows any of the following:*
- (a) *The project will have one or more significant effects not discussed in the previous EIR;*
 - (b) *Significant effects previously examined will be substantially more severe than shown in the previous EIR;*
 - (c) *Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or*
 - (d) *Mitigation measures or alternatives which are considered different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

Analysis. No new relevant information or mitigation measures, which were not known nor could have become known during the certification of the 1999 EIR, have become available. Additionally, the project would not cause new significant environmental effects or a substantial increase in the severity of previously identified significant effects. The project would not require the introduction of new mitigation measures and alternatives considered infeasible during the preparation of the 1999 EIR are still considered infeasible. In this case,

an addendum is the appropriate document to satisfy CEQA requirements, according to CEQA Section 15164.

The potential net increase of two hangar facilities is not considered significant due to the total number of hangars available on Airport property. The mitigation measures outlined within the 1999 certified EIR would be applied to the construction of the hangar facilities.

C. **PUBLIC REVIEW:** Pursuant to Section 15164(c) of the *State CEQA Guidelines*, an **Addendum** need not be circulated for public review, but can be included in or attached to the certified Environmental Impact Report.

Prepared by: Molly Waller
Molly Waller, Environmental Planner
Coffman Associates

Reviewed by: Scott E. Smith
Scott E. Smith
Director of Airports

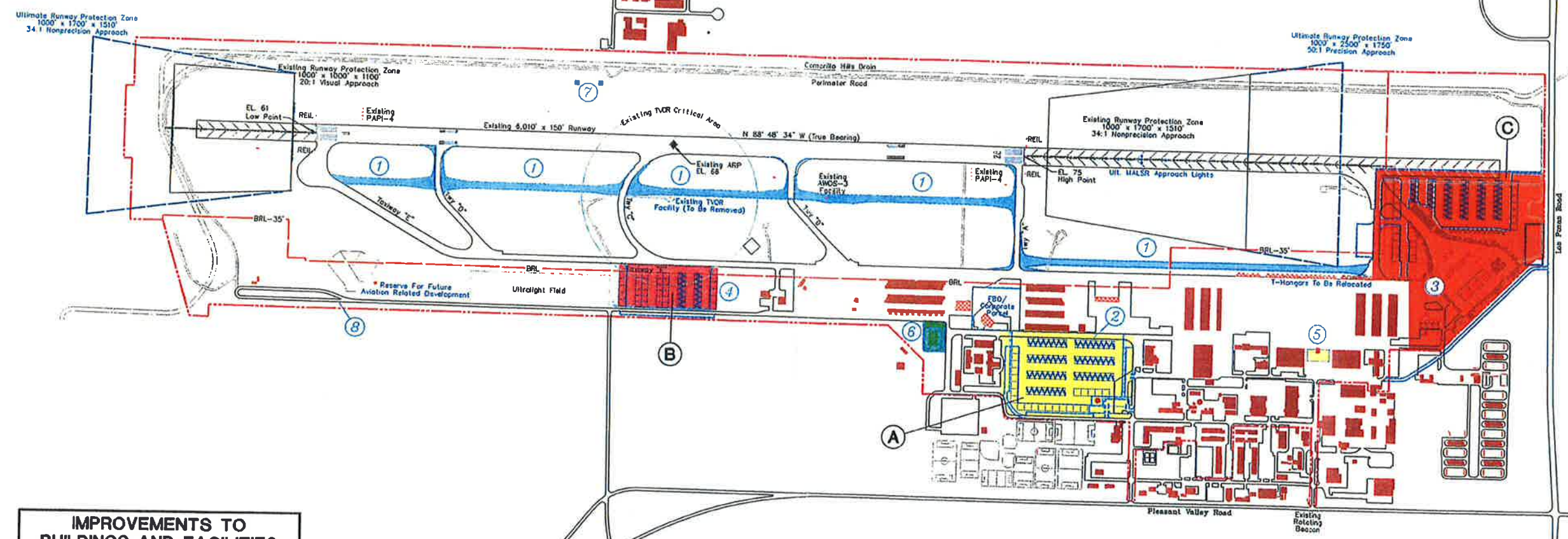
The County of Ventura Department of Airports recommends that the decision-making body find that this addendum has been completed in compliance with the California Environmental Quality Act and that no Subsequent or Supplemental EIR is necessary.

Scott E. Smith
Director of Airports

July 9, 2003
Date

02SP27-A-01/14/03

HANGAR DEVELOPMENT				
PHASE	LOCATION	T-HANGARS	EXECUTIVE	TOTALS
A	CENTRAL	98	23	121
B	WEST OF CONTROL TOWER	24	34	58
C	EAST	74	24	98
TOTAL		196	81	277



- 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
- FUEL FARM
- STRUCTURE TO BE REMOVED OR RELOCATED
- AIRPORT PROPERTY LINE



PHASE	LOCATION	T-HANGARS	EXECUTIVE	CONVENTIONAL	TOTALS
A	CENTRAL	98	23	0	121
B	WEST OF TOWER	0	0	2	2
C	EAST	74	20	0	94
D	NORTHEAST CORNER	42	16	2	60
E	WEST OF TAXIWAY G1	0	0	2	2
TOTAL		214	59	6	279

PROPOSED HANGAR DEVELOPMENT

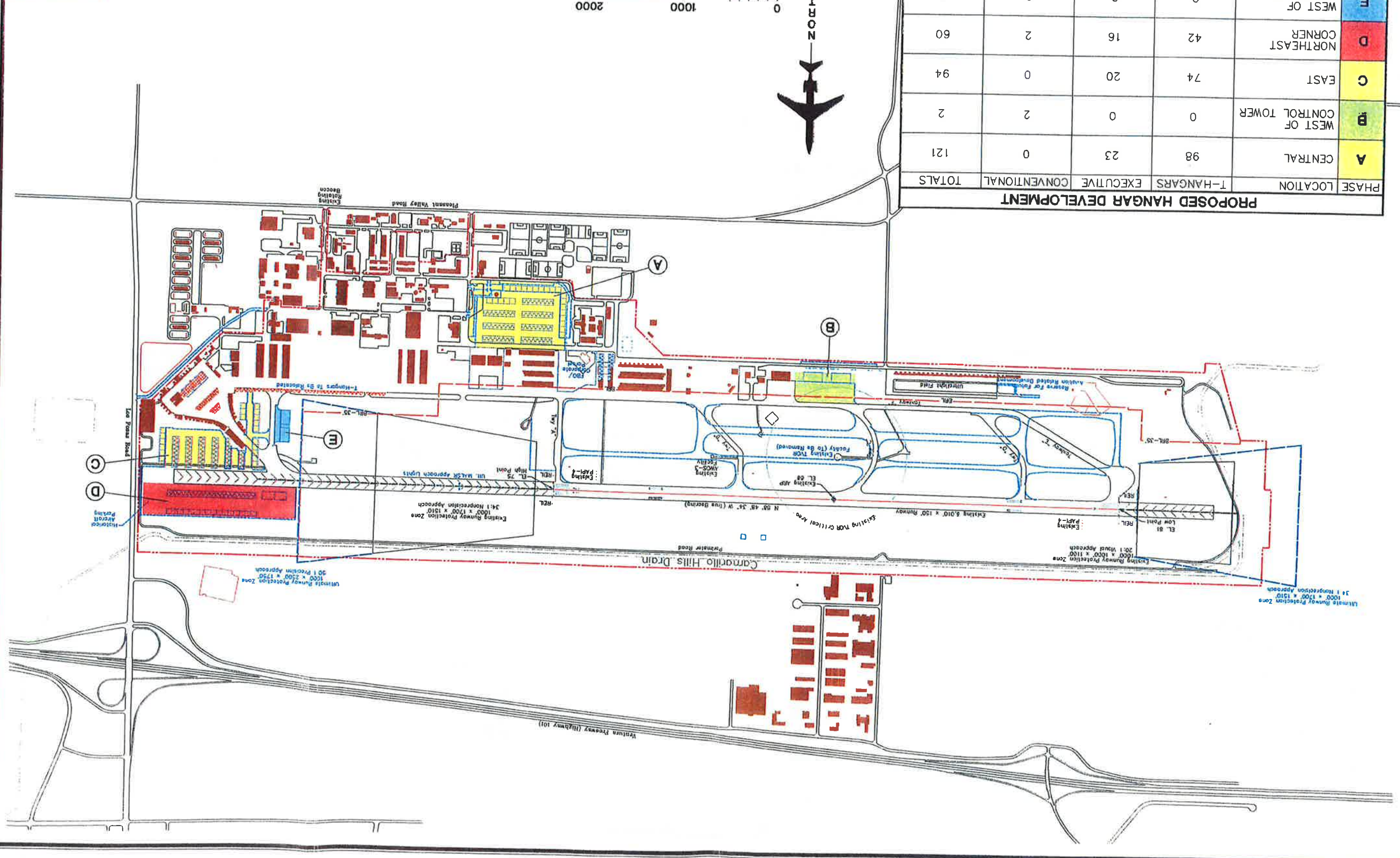
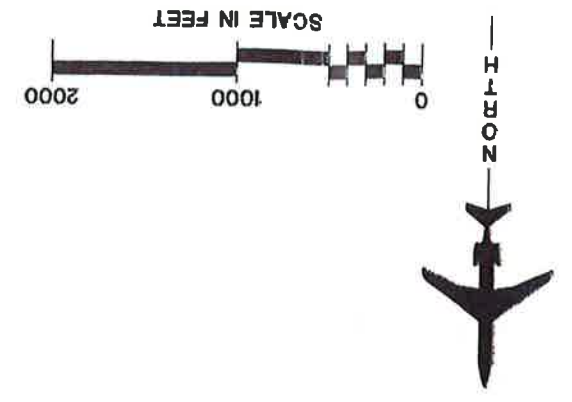


Table A Summary of 1999 EIR Environmental Consequences and Mitigation and Comparison with Proposed Project						
Environmental Category	Existing Condition	1999 EIR/EA			Proposed Project	
		Environmental Consequences	Mitigation Measures	Environmental Consequences after Mitigation	Environmental Consequences	New Environmental Effects or Significant Increase in Effects
<i>Potentially Significant Issues Within 1999 EIR/EA</i>						
Noise	Area within 65 CNEL contour is 0.51 square miles.	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	Same as the certified 1999 EIR/EA as the forecasted activity and types of aircraft utilizing the airport will not change under the proposed project.	No.
Compatible Land Use	The 65 CNEL does not incorporate any residences or other noise-sensitive land uses.	No residences or other noise-sensitive land uses are located within the 65 CNEL contour under either the short-term or long-term condition.	None required	Less-than-significant	Same as the certified 1999 EIR/EA as the forecasted activity and types of aircraft utilizing the airport will not change under the proposed project.	No.
Social	Not Applicable	None	None required	No impact	None	No.
Geological Risks	Camarillo Fault Zone runs through Airport property. Camarillo Fault Trace has been identified just east of the Airport. The Airport is located within shaking zones A and B and portions of the Airport are identified as having a moderate and high potential for liquefaction.	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 construction of hangars, a geotechnical study will be completed to evaluate the presence of the Camarillo Fault in those areas.	Less-than-significant	Same as the certified 1999 EIR/EA with implementation of proposed mitigation measures. Areas proposed for development were evaluated within 1999 EIR/EA.	No.

Table A (continued)
 Summary of 1999 EIR Environmental Consequences and Mitigation and Comparison with Proposed Project
 1999 EIR/EA

Environmental Category	1999 EIR/EA				Proposed Project	
	Existing Condition	Environmental Consequences	Mitigation Measures	Environmental Consequences after Mitigation	Environmental Consequences	New Environmental Effects or Significant Increase in Effects
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.	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 and/or City's Traffic Impact Mitigation Fee Programs, as required, in order to mitigate potential traffic impacts.	Less-than-significant	Same as the certified 1999 EIR/EA as the forecasted activity and types of aircraft utilizing the airport will not change under the proposed project.	No.
Air Quality	The region is in federal and state non-attainment for ozone and state non-attainment for PM10. The Airport currently emits 215.13 pounds per day of NOx, 304.23 pounds per day of ROC, and 3.56 pounds per day of PM10.	Over the long-term, projected increased use of Camarillo Airport will result in an increase in NOx emissions of 126.44 pounds per day, ROC emissions of 129.73 pounds per day, and PM 10 of 2.35 pounds per day. The Airport is located in an area that is forecasted to remain within the AQMP forecasts; therefore, the project is consistent with the AQMP.	None required.	Less-than-significant	Same as the certified 1999 EIR/EA as the forecasted activity and types of aircraft utilizing the airport will not change under the proposed project.	No.

Table A (continued) Summary of 1999 EIR Environmental Consequences and Mitigation and Comparison with Proposed Project 1999 EIR/EA						
Environmental Category	Existing Condition	Environmental Consequences	Mitigation Measures	Environmental Consequences after Mitigation	Proposed Project Environmental Consequences	New Environmental Effects or Significant Increase in Effects
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.	Anticipated 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 the airport cause the potable water allocations to be exceeded, the Ventura County Department of Airports will contribute the required fees. The 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	Same as the certified 1999 EIR/EA as the forecasted activity and types of aircraft utilizing the airport will not change under the proposed project.	No.

Table A (continued) Summary of 1999 EIR Environmental Consequences and Mitigation and Comparison with Proposed Project 1999 EIR/EA					
Environmental Category	Existing Condition	Environmental Consequences	Proposed Project		
			Mitigation Measures	Environmental Consequences after Mitigation	
Historic, Architectural, Archaeological, and Cultural Resources	Limited information is available. No known cultural or historical resources are located within the Area of Potential Effect (APE).	Unknown	An archaeologist will be retained to monitor all ground-disturbing activities. Should resources be unearthed, all construction activities in the vicinity of the find will cease until a determination can be made as to its 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 Assessment prior to any new ground-disturbing construction or building demolition at the airport and submit the report to the SHPO and FAA.	Environmental Consequences Same as the certified 1999 EIR/EA with implementation of proposed mitigation measures. Areas proposed for development were evaluated within 1999 EIR/EA.	New Environmental Effects or Significant Increase in Effects No.

Table A (continued)

Summary of 1999 EIR Environmental Consequences and Mitigation and Comparison with Proposed Project

Environmental Category	1999 EIR/EA			Proposed Project		
	Existing Condition	Environmental Consequences	Mitigation Measures	Environmental Consequences after Mitigation	Environmental Consequences	
Floodplains	<p>Portions of Camarillo Airport are located within the 100-year floodplain associated with the Camarillo Hills Drain.</p>	<p>The helicopter training pads would be located within the existing 100-year floodplain associated with the Camarillo Hills Drain.</p>	<p>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.</p>	<p>Less-than-significant</p>	<p>The hangars proposed for the northeastern portion of airport property (Area D, Exhibit B) would be placed within a 100-year floodplain according to current flood insurance rate maps (Exhibit 4M, 1999 EA/EIR). However, this floodplain is associated with Camarillo Hills Drain which is currently undergoing a major construction project. This project will confine a 100-year flood event to the drain itself, thereby eliminating the presence of the 100-year floodplain on airport property.</p>	<p>New Environmental Effects or Significant Increase in Effects</p> <p>No. Once construction on the drain is complete, the Federal Emergency Management Agency (FEMA) is expected to make a final determination by a letter of map revision (LOMR) that the 100-year floodplain is confined to the floodway (Camarillo Hills Drain) based on the contents of a conditional letter of map revision (CLOMR) dated November 20, 2002 from FEMA. Coordination with FEMA regarding the drain improvement project is attached to this Addendum.</p>

Table A (continued) Summary of 1999 EIR Environmental Consequences and Mitigation and Comparison with Proposed Project						
Environmental Category	1999 EIR/EA			Proposed Project		
	Existing Condition	Environmental Consequences	Mitigation Measures	Environmental Consequences after Mitigation	Environmental Consequences	New Environmental Effects or Significant Increase in Effects
Construction Impacts	Not Applicable	Potentially significant short-term air and water quality impacts.	Use of Ventura County's Air Pollution Control District's construction-related mitigation measures. Use of best management practices to reduce erosion, and control non-stormwater discharges.	Less-than-significant	Same as the certified 1999 EIR/EA with implementation of proposed mitigation measures.	No.
<i>Issues Found Not to Be Significant Within 1999 EIR/EA</i>						
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 the airport is forecasted to be \$70.1 million in gross revenues and \$57.5 million in value added. The project would reduce the cost of operational delay.	None required	Less-than-significant	Same as the certified 1999 EIR/EA as the forecasted activity and types of aircraft utilizing the airport will not change under the proposed project.	No.
Section 4(f) Lands	No Section 4(f) lands occur in the APE.	None	None required	No Impact	Same as the certified 1999 EIR/EA.	No.
Biotic Communities	Area around the airport is primarily urban or agricultural. No sensitive habitat is found within airport environs.	None	None required	No Impact	Same as the certified 1999 EIR/EA with implementation of proposed mitigation measures. Areas proposed for development were evaluated within 1999 EIR/EA.	No.

Table A (continued) Summary of 1999 EIR Environmental Consequences and Mitigation and Comparison with Proposed Project						
Environmental Category	1999 EIR/EA			Proposed Project		
	Existing Condition	Environmental Consequences	Mitigation Measures	Environmental Consequences after Mitigation	Environmental Consequences	New Environmental Effects or Significant Increase in Effects
Threatened and Endangered Species	No protected species or their habitat have been identified as occurring on airport property.	None	None required	No Impact	Same as the certified 1999 EIR/EA with implementation of proposed mitigation measures. Areas proposed for development were evaluated within 1999 EIR/EA.	No.
Wetlands and Waters of the U.S.	Not Applicable	None	None required	No Impact	Same as the certified 1999 EIR/EA with implementation of proposed mitigation measures. Areas proposed for development were evaluated within 1999 EIR/EA.	No.
Coastal Zone Management	Not Applicable	None	None required	No Impact	Same as the certified 1999 EIR/EA.	No.
Coastal Barriers	Not Applicable	None	None required	No Impact	Same as the certified 1999 EIR/EA.	No.
Wild and Scenic Rivers	Not Applicable	None	None required	No Impact	Same as the certified 1999 EIR/EA.	No.
Farmland	Airport is located east and north of actively cultivated farmland.	Less-than-significant	None required	No Impact	Same as the certified 1999 EIR/EA with implementation of proposed mitigation measures. Areas proposed for development were evaluated within 1999 EIR/EA.	No.

Table A (continued) Summary of 1999 EIR Environmental Consequences and Mitigation and Comparison with Proposed Project 1999 EIR/EA						
Environmental Category	Existing Condition	1999 EIR/EA			Proposed Project	
		Environmental Consequences	Mitigation Measures	Environmental Consequences after Mitigation	Environmental Consequences	New Environmental Effects or Significant Increase in Effects
Energy Supply and Natural Resources	No energy production or supply facilities are located at the airport.	Less-than-significant	None required	Less-than-significant	Same as the certified 1999 EIR/EA.	No.
Light Emissions	Both landside and airside lighting is present on the airport.	Less-than-significant	None required	Less-than-significant	Same as the certified 1999 EIR/EA.	No.
Solid Waste Impact/Disposal	Solid waste is collected by Ventura County General Services.	Less-than-significant	None required	Less-than-significant	Same as the certified 1999 EIR/EA.	No.

Source: This table contains information provided within Tables C and D of the certified 1999 EA/EIR.



Federal Emergency Management Agency

Washington, D.C. 20472

NOV 20 2002

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

IN REPLY REFER TO:

Case No.: 02-09-1527R

The Honorable Jeanette L. McDonald
Mayor, City of Camarillo
P.O. Box 248
Camarillo, CA 93011-0248

Community: City of Camarillo, CA
Community No.: 065020

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Dear Mayor McDonald:

This responds to a request that the Federal Emergency Management Agency (FEMA) comment on the effects that a proposed project would have on the effective Flood Insurance Rate Map (FIRM), Flood Boundary and Floodway Map (FBFM), and Flood Insurance Study (FIS) report for your community, in accordance with Part 65 of the National Flood Insurance Program (NFIP) regulations. In a letter dated September 16, 2002, Mr. Tom Fox, Director, Department of Public Works, City of Camarillo, requested that FEMA evaluate the effects that the channelization of Camarillo Hills Drain from approximately 2,600 feet downstream of its confluence with Las Posas Estates Drain (confluence) to Las Posas Road and upgrading of an existing levee along Camarillo Hills Drain from approximately 2,600 feet downstream of the confluence to approximately 500 feet downstream of Las Posas Road would have on the flood hazard information shown on the effective FIRM, FBFM, and FIS report.

All data required to complete our review of this request for a Conditional Letter of Map Revision (CLOMR) were submitted with letters from Mr. Bill Frank, Hawks & Associates, and Mr. Fox.

Because this conditional revision request also affects the unincorporated areas of Ventura County, a separate CLOMR for that community was issued on the same date as this CLOMR.

We reviewed the submitted data and the data used to prepare the effective FIRM and FBFM for your community and determined that the proposed project meets the minimum floodplain management criteria of the NFIP. We believe that, if the proposed project is constructed as shown on the plan entitled "Camarillo Hills Drain - Unit II Replacement," prepared by Hawks & Associates, dated March 27, 2002, and the data listed below are received, a revision to the FIRM and FBFM would be warranted.

As a result of the proposed project, the width of the Special Flood Hazard Area (SFHA), the area that would be inundated by the flood having a 1-percent chance of being equaled or exceeded in any given year (base flood), will decrease compared to the effective SFHA width along Camarillo Hills Drain from approximately 2,600 feet downstream of the confluence to Las Posas Road. The maximum decrease in SFHA width, approximately 450 feet, will occur approximately 4,000 feet upstream of the confluence. The base flood will be contained in the proposed channel.

As a result of the proposed project, the width of the regulatory floodway will decrease compared to the effective floodway width along Camarillo Hills Drain from just downstream of the confluence to Las Posas Road. The maximum decrease in floodway width, approximately 100 feet, will occur

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approximately 4,000 feet upstream of the confluence. The regulatory floodway also will be contained in the proposed channel.

Upon completion of the project, your community may submit the data listed below and request that we make a final determination on revising the effective FIRM, FBFM, and FIS report.

- Detailed application and certification forms, which were used in processing this request, must be used for requesting final revisions to the maps. Therefore, when the map revision request for the area covered by this letter is submitted, Form 1, entitled "Overview & Concurrence Form," must be included. (A copy of this form is enclosed.)
- The detailed application and certification forms listed below may be required if as-built conditions differ from the conceptual plans. If required, please submit new forms (copies of which are enclosed) or annotated copies of the previously submitted forms showing the revised information.

Form 2, entitled "Riverine Hydrology & Hydraulics Form"

Form 3, entitled "Riverine Structures Form"

Hydraulic analyses, for as-built conditions, of the base flood and the regulatory floodway, together with a topographic work map showing the revised floodplain and floodway boundaries, must be submitted with Form 2.

- Effective September 1, 2002, FEMA revised the fee schedule for reviewing and processing requests for conditional and final modifications to published flood information and maps. In accordance with this schedule, the current fee for this map revision request is \$3,300 and must be received before we can begin processing the request. Please note, however, that the fee schedule is subject to change, and requesters are required to submit the fee in effect at the time of the submittal. Payment of this fee shall be made in the form of a check or money order, made payable in U.S. funds to the National Flood Insurance Program, or by credit card. The payment must be forwarded to the following address:

Federal Emergency Management Agency
Fee-Charge System Administrator
P.O. Box 3173
Merrifield, VA 22116-3173

- As-built plans, certified by a registered professional engineer, of all proposed project elements
- Community acknowledgment of the map revision request

After receiving appropriate documentation to show that the project has been completed, FEMA will initiate a revision to the FIRM, FBFM, and FIS report.

The basis of this CLOMR is, in whole or in part, a channel-modification project. NFIP regulations, as cited in Paragraph 60.3(b)(7), require that communities assure that the flood-carrying capacity within the altered or relocated portion of any watercourse is maintained. This provision is incorporated into your

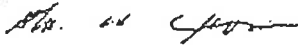
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community's existing floodplain management regulations. Consequently, the ultimate responsibility for maintenance of the modified channel rests with your community.

This CLOMR is based on minimum floodplain management criteria established under the NFIP. Your community is responsible for approving all floodplain development and for ensuring all necessary permits required by Federal or State law have been received. State, county, and community officials, based on knowledge of local conditions and in the interest of safety, may set higher standards for construction in the SFHA. If the State, county, or community has adopted more restrictive or comprehensive floodplain management criteria, these criteria take precedence over the minimum NFIP criteria.

If you have any questions regarding floodplain management regulations for your community or the NFIP in general, please contact the Consultation Coordination Officer (CCO) for your community. Information on the CCO for your community may be obtained by calling the Chief, Community Mitigation Programs Branch, Mitigation Division of FEMA in Oakland, California, at (510) 627-7184. If you have any questions regarding this CLOMR, please call our Map Assistance Center, toll free, at 1-877-FEMA MAP (1-877-336-2627).

Sincerely,



Max H. Yuan, P.E., Project Engineer
Hazard Study Branch
Federal Insurance and
Mitigation Administration

For: Michael M. Grimm, Acting Chief
Hazard Study Branch
Federal Insurance and
Mitigation Administration

Enclosures

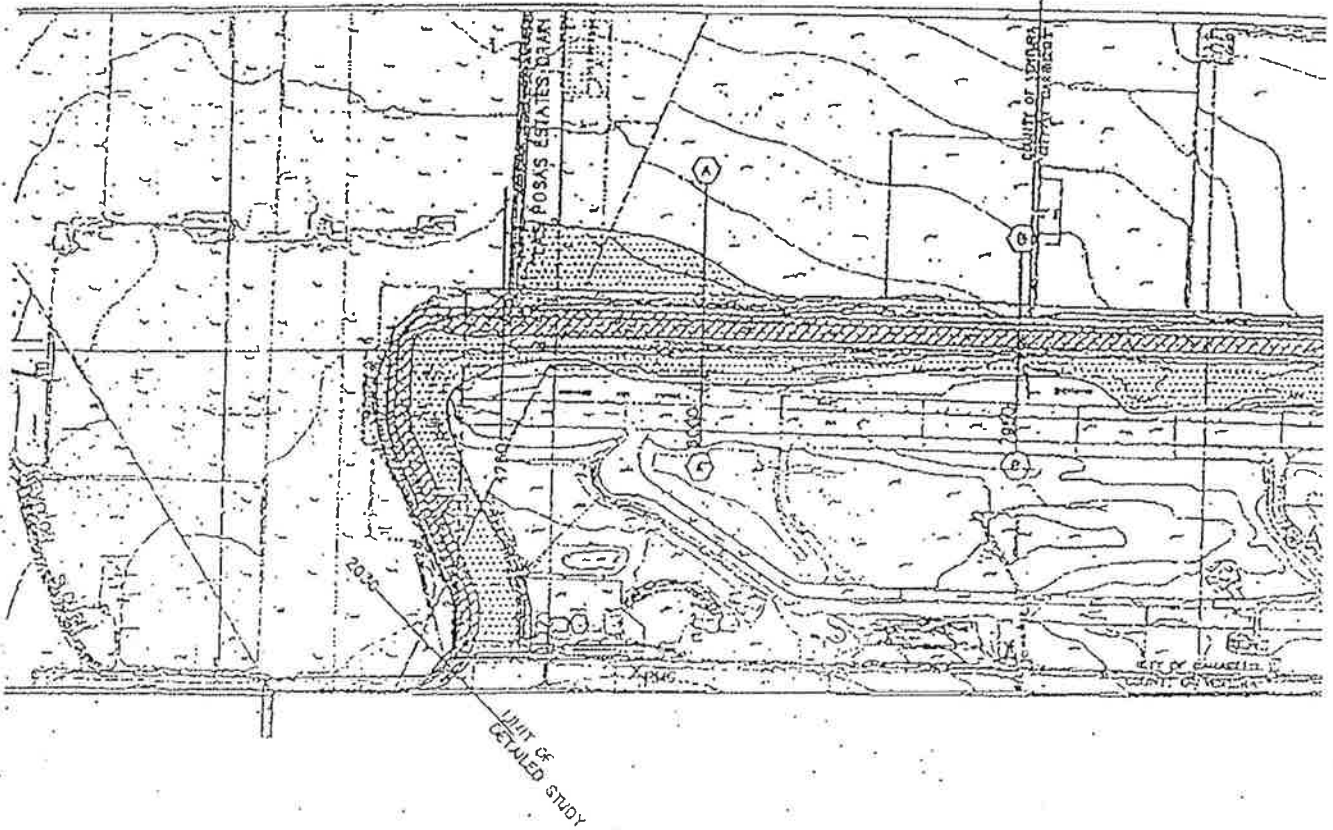
cc: The Honorable Frank Schillo
Chairman, Ventura County
Board of Supervisors

Mr. Tom Fox
Director
Department of Public Works
City of Camarillo

Mr. Fred Boroumand, P.E.
Manager
Permit and Floodplain Management
Planning & Regulatory Division
Flood Control Department
County of Ventura

Mr. Bill Frank
Hawks & Associates

- 7940 31.058 BRASS CAP 16 INCHES SUBSTATION LOCATED 10.45 FEET WEST OF CENTERLINE OF WOOD ROAD, AT SOUTHERLY BOUNDARY CORNER OF CALAMAR LEO AIRPORT, ESTABLISHED BY COUNTY OF VENTURA.
- 8445 66.464 BRASS CAP 16 INCHES SUBSTATION LOCATED 45 FEET EAST OF CENTERLINE OF LAS POSAS ROAD AND 8073 FEET NORTH OF CENTERLINE OF EAST FIFTH STREET (STATE HIGHWAY 34), ESTABLISHED BY COUNTY OF VENTURA.
- 8548 90.243 BRASS CAP 16 INCHES SUBSTATION LOCATED 34.5 FEET WEST OF CENTERLINE OF LAS POSAS ROAD AND 7274 FEET NORTH OF CENTERLINE OF EAST FIFTH STREET (STATE HIGHWAY 34), ESTABLISHED BY COUNTY OF VENTURA.







NO.	DESCRIPTION	DATE

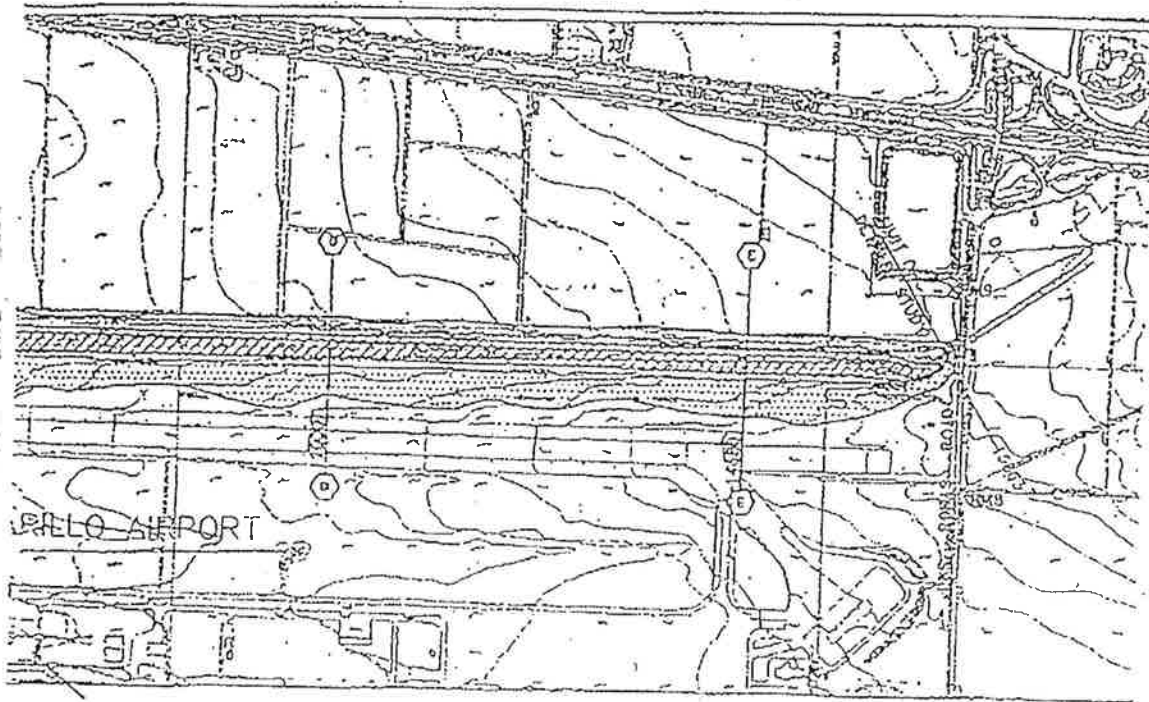
BASE MAP TOPOGRAPHY DATED: 11-22-74
 SOURCE: VENTURA COUNTY DEPARTMENT OF PUBLIC WORKS



PREPARED BY
 NAME
 DATE

LEGEND

-  CORPORATION BOUNDARY
-  EFFECTIVE 100-YR FLOODPLAIN
-  EFFECTIVE FLOODWAY
-  POST-PROJECT FLOODWAY/FLOODPLAIN (CONTAINED IN CHANNEL)



FIRM PANEL INFORMATION

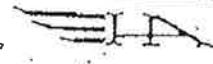
COMMUNITY: CITY OF CAMARILLO, CALIFORNIA
VENTURA COUNTY

COMMUNITY NO.: 065020

PANEL NO.: 0004

EFFECTIVE DATE: SEPTEMBER 29, 1986



	DESIGNED BY: <u>D. RANDS</u>	SHEET <u>1</u> OF <u>1</u> DRAWING NO.
	DRAWN BY: <u>T. FRASER</u>	
	CHECKED BY: <u>B. PRAIRY</u>	

ANNOTATED FLOODWAY MAP
CAMARILLO HILLS DRAIN

