City of Camarillo
601 Carmen Drive | Camarillo CA 93010 | 805-388-5300

NOTICE OF INTENT TO ADOPT MITIGATED NEGATIVE DECLARATION FOR BRIDGE REPLACEMENT AT LAS POSAS ROAD AND VENTURA BOULEVARD (SD-5052)

In accordance with the California Environmental Quality Act (CEQA), this notice is to inform the public and interested agencies that the City of Camarillo (City) is circulating the Bridge Replacement at Las Posas Road and Ventura Boulevard Project Initial Study/Mitigated Negative Declaration (IS/MND) for public comment.

Project Location: The Project is located on Las Posas Road between Camarillo Center Drive and Park N Ride Boulevard and on Ventura Boulevard between Town Center East and Promenade Drive, in the City of Camarillo, County of Ventura.

Project Description: The City of Camarillo proposes to replace the existing drain box culvert that crosses diagonally under the intersection of Las Posas Road and Ventura Boulevard (Bridge #52C-0086) and widen Las Posas Road south of the intersection to accommodate the addition of a sidewalk, bike lane, and shoulders.

Document Availability: The 30-day public review period for the IS/MND will begin on **March 17, 2025.** The document will be available at the following locations:

- The Department of Public Works at Camarillo City Hall, 601 Carmen Drive Camarillo, CA 93010
- The City's website at https://www.cityofcamarillo.org/cip

Public Review Period: The public review of the IS/MND is from **March 17, 2025** to **April 17, 2025.**

Comments: Any written comments may be submitted to the Principal Civil Engineer, Andrew Grubb, no later than 5:00 p.m. on **Friday, April 17, 2025.**

Project Impacts: An Initial Study has been prepared to determine if the project could significantly affect the environment. The findings of the Initial Study have determined that the project would not have a significant impact on the environment with mitigation. A Mitigated Negative Declaration and a Mitigation Monitoring Plan have been prepared in accordance with CEQA Guidelines and the City's environmental guidelines. The Mitigated Negative Declaration includes measures to avoid, minimize, and mitigate impacts of the project to less than significant impact or no impact.

Public Meeting: The City of Camarillo may conduct a public meeting for the project at a future date, after being duly noticed in accordance with Camarillo Municipal Code (CMC) Chapter 19.84. Please refer to the City's website for information related to a future public meeting at https://www.cityofcamarillo.org/cip.

Para asistencia en español, por favor póngase en contacto con el Departamento de Obras Publicas ycomunicarse con Jonathan Pichardo en (805) 388-5340.

Published in the Camarillo Acorn on March 15, 2025

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

FOR THE

BRIDGE REPLACEMENT AT LAS POSAS ROAD AND VENTURA BOULEVARD (SD-5052) VEN191206

CDFCDSL-5393(042)

Prepared for:
City of Camarillo
601 Carmen Drive
Camarillo, CA 93010

Prepared by:

GPA Consulting
840 Apollo Street, Suite 312
El Segundo, CA 90245

March 2025

The City of Camarillo has independently reviewed and approved the information present in this document.

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INTRODUCTION

The subject of this Initial Study (IS) is the requested approvals to replace an existing drain box culvert that crosses diagonally under the intersection of Las Posas Road and Ventura Boulevard (Bridge #52C-0086), and widen Las Posas Road south of the intersection to accommodate the addition of a sidewalk, bike lane, and shoulders (Project) in the City of Camarillo (Camarillo), California. The City of Camarillo (City) is the Lead Agency under the California Environmental Quality Act (CEQA) for the proposed Project.

PROJECT INFORMATION

Project Title: Bridge Replacement at Las Posas Road and Ventura Boulevard

CIP Number: SD-5052

Project Location: Las Posas Road between Camarillo Center Drive and Park N Ride Boulevard; Ventura Boulevard between Town Center East and Promenade Drive, Camarillo

Lead Agency: City of Camarillo: 601 Carmen Drive, Camarillo, CA 93010

Contact Person: Andrew Grubb, Principal Civil Engineer: (805) 388-5344

PURPOSES OF THE INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with relevant provisions of the CEQA, as amended, the Guidelines for Implementation of CEQA (CEQA Guidelines) as revised through January 1, 2022, and the City's Environmental Guidelines (City of Camarillo, 2020). Section 15063(c) of the CEQA Guidelines indicates that the purposes of an Initial Study (IS) are to:

- Provide the Lead Agency (i.e., the City) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or MND.
- Enable an applicant or Lead Agency to modify a Project, mitigating adverse impacts before an EIR is prepared, thereby enabling the Project to quality for an MND.
- Assist the preparation of an EIR, if one is required, by:
    - Focusing the EIR on the effects determined to be significant;
    - Identifying the effects determined not to be significant;
    - Explaining the reasons why potentially significant effects would not be significant;

and
    - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the Project's environmental effects.
- Facilitate environmental assessment early in the design of a Project;
- Provide documentation of the factual basis for the finding in a Negative Declaration (ND) that a Project will not have a significant effect on the environment;
- Eliminate unnecessary EIRs; and
- Determine whether a previously prepared EIR could be used with the Project.

The City's Procedures for the Conduct of Initial Studies was used along with other pertinent information for preparing the IS for this Project.

DETERMINATION THAT AN INITIAL STUDY SHOULD BE CONDUCTED

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

USE OF THE INITIAL STUDY

The IS is intended to be used to provide information as the basis for the determination of whether a ND, MND, or an EIR shall be prepared for a Project. The IS shall also be used to identify whether a program EIR, master EIR. tiering or another appropriate process can be used for analysis of the Project's environmental effects.

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

Where a Project is revised in response to an IS so that potential adverse effects are mitigated to a point where no significant environmental effects will occur, an MND shall be prepared instead of

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

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

ORGANIZATION OF THE INITIAL STUDY

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

Introduction: This section introduces the subject of this IS.

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

Determination: This section identifies the determination by the City as to whether a ND, MND, or an EIR shall be prepared for the proposed Project.

Evaluation of Environmental Impacts: This section is the primary focus of the IS. An evaluation of potential environmental impacts is provided for each environmental issue identified in the 2018 CEQA Guidelines Appendix G IS Checklist and the City's Initial Study Appendix G Environmental Checklist provided in the City's adopted CEQA Environmental Guidelines.

DOCUMENTS INCORPORATED BY REFERENCE

The City of Camarillo General Plan (General Plan), as amended through April 2019, is applicable to development of the proposed Project area and is hereby incorporated by reference. It is available for review at:

Public Service Counter
City of Camarillo Department of Public Works
601 Carmen Drive
Camarillo, CA 93010
805-338-5340

Hours

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

And online at: https://www.ci.camarillo.ca.us/departments/public_works/capital_Projects.php

PROJECT DESCRIPTION

INTRODUCTION

The City of Camarillo proposes to replace the existing drain box culvert that crosses diagonally under the intersection of Las Posas Road and Ventura Boulevard (Bridge #52C-0086) and widen Las Posas Road south of the intersection to accommodate the addition of a sidewalk, bike lane, and shoulders (Project) in Ventura County. The Project limits extend approximately 700 feet north and west of Las Posas Road and Ventura Boulevard intersection and approximately 1,000 feet east and south of the intersection (see **Figure 1**, Regional Location Map and **Figure 2**, Project Location Map). The inside of the box culvert is 38 feet wide by 8 feet tall with grouted rip-rap downstream and recently constructed dual pre-cast reinforced concrete boxes upstream. The portion of the box culvert constructed in 1998 is deteriorating due to the presence of Alkali-Silica Reaction (ASR) within the concrete.

The purpose of the Project is to replace the deteriorating reinforced concrete box to improve safety within the transportation corridor and provide flood protection for adjacent homes and businesses. The Project is listed in the Southern California Association of Governments (SCAG) Federal Transportation Improvement Program (FTIP) for the Fiscal Years 2025 FTIP- Fiscal Year 2024/25 through 2029/30 and SCAG 2024-2050 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) Transportation System Project List).

EXISTING SETTING

Las Posas Road is a primary north-south arterial and Ventura Boulevard is secondary east-west arterial; arterial streets are intended to provide maximum movement of traffic to-and-from major traffic generators, and also collect and distribute traffic to-and-from freeways. Within the Project area, Las Posas Road consists of two southbound through lanes and three northbound through lanes; Ventura Boulevard consists of two through lanes in each direction. At the intersection of Las Posas Road and Ventura Boulevard, each roadway contains two dedicated left-turn lanes and one dedicated right-turn lane in each direction. Land uses adjacent to the Project area consists of commercial mixed use and general commercial land uses, and the Camarillo airport. The United States 101/Ventura freeway (U.S. 101) on-ramp at Las Posas Road is located north of the Project limits.

Surrounding Land Uses and Zoning

The General Plan land use designation for the Project area is General Commercial to the east, Quasi-Public/Utility and Industrial to the west, and General Commercial to the north and south (see **Figure 3**, Land Use Map). The Project area is located within the Camarillo Urban Restriction

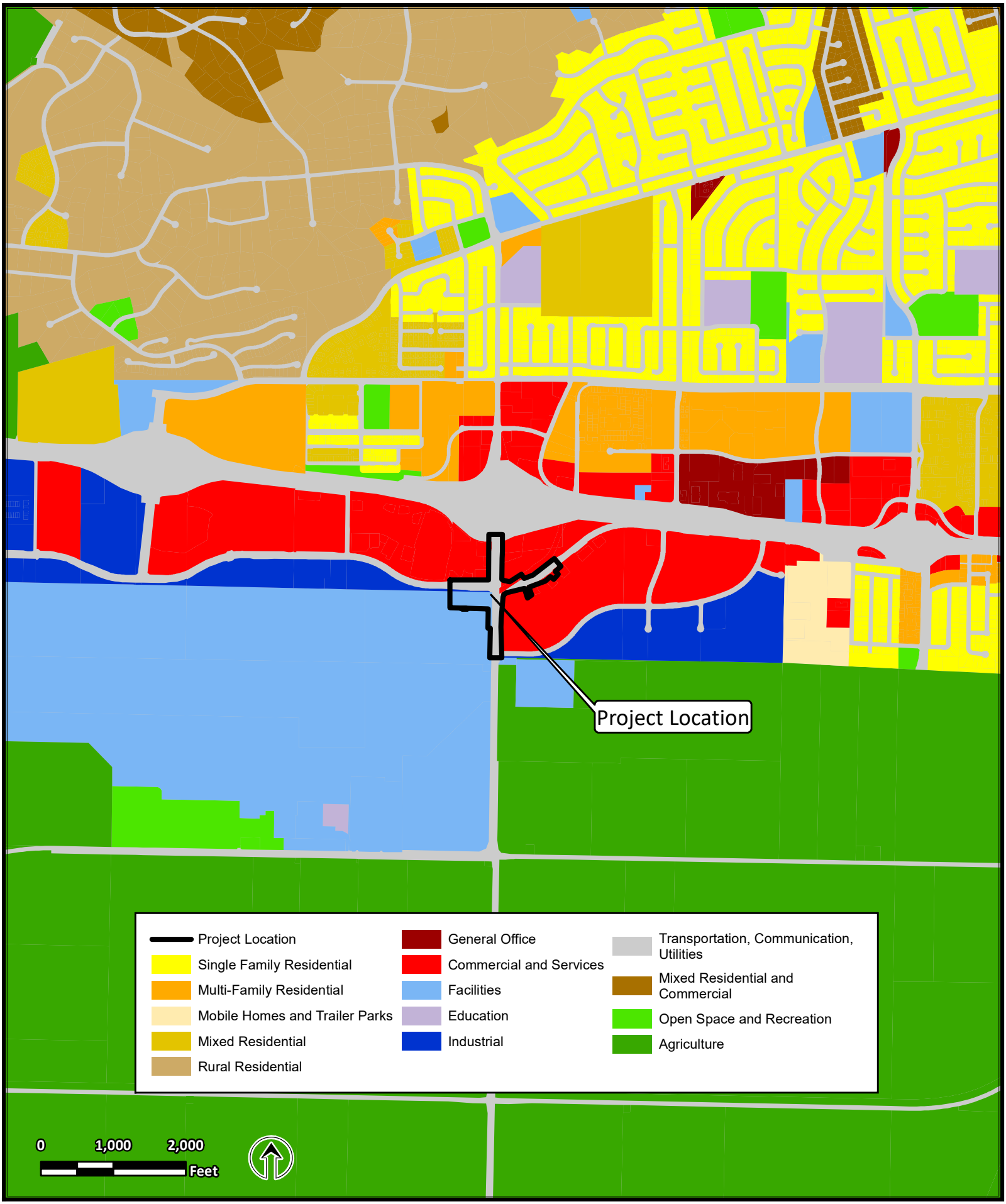
Boundary (CURB) and the Sphere of Influence (City of Camarillo, 2016a). The Project area is zoned Commercial Planned Development, Light Manufacturing, and Limited Manufacturing.

Sources: ESRI 2020

FIGURE 1. REGIONAL LOCATION
Bridge Replacement at Las Posas Road and Ventura Boulevard

Source: ESRI 2022

FIGURE 2. PROJECT LOCATION
Bridge Replacement at Las Posas Road and Ventura Boulevard



Sources: SCAG 2012; ESRI 2021.

FIGURE 3. LAND USE
Bridge Replacement at Las Posas Road and Ventura Boulevard

PROPOSED PROJECT

The Project would include the replacement of the existing box culvert using a cut-and-cover construction method to construct a cast-in-place reinforced concrete box culvert on the existing alignment. The inner box culvert dimensions would match the existing box culvert at 38 feet wide by 8 feet tall. The 466 feet long box would be replaced, eliminating the Alkali-Silica Reaction issue. The maximum anticipated depth of excavation is 20 feet and would take place within the vicinity of the precast reinforced box culvert (RCB) and crossing utilities, and would match back to existing ground away from RCB. Excavation of existing concrete and landscaped medians would also be required. Shoring will be required near the southeast corner of the intersection to avoid excavation outside of existing right of way (ROW).

Roadway Improvements

The final condition will maintain the existing number of lanes across the intersection with turn lanes expected to match existing lengths. The two southbound lanes on Las Posas Road south of the intersection, would be shifted several feet westward to reduce the existing lane shift across the intersection, thereby improving safety. The airport is constructing additional hangar facilities immediately south of the Project and installing a driveway and deceleration lane. This Project would extend the deceleration lane north and terminate before the existing curb return to improve safety at the new driveway. The missing sidewalk along southbound Las Posas Road south of the intersection will be added and connected to the new airport driveway, completing sidewalks at all four corners.

Bike lanes would be added through the intersection at the north, west, and south legs. Standard 5′ bike lanes would be striped between the right turn lanes and through lane per Complete Streets guidelines.[1] Along the west leg of westbound Ventura Boulevard, the 5′ bike lane would be striped between the through lane and series of right turn lanes up to Town Center East intersection.

Utility Relocations

An 18-inch force main sewer and an 8″ gas line are attached to the top of the existing downstream end of the box. The sewer line is owned by the City of Camarillo. The gas line is owned by Southern California Gas Company. Both will be relocated during the Project. Both the

[1] Caltrans Highway Design Manual Seventh Edition May 20, 2022 Section 301.2(1), California Manual on Uniform Traffic Control Devices 2014 Edition Revision 6 Figure 9C-1, and Caltrans Complete Streets Elements Toolbox July 23, 2018 Section H06.

sewer and gas line would be placed under the RCB extension prior to construction of the new RCB.

Landscaping

The Project would include the removal and replanting of vegetation in the median of Las Posas Road south of the intersection, in the median of Ventura Boulevard east of the intersection, and at the southeast corner of the intersection. The planting will be of similar nature to the existing planting. No trees are anticipated to be removed during construction of the Project.

Right of Way

The proposed improvements would require temporary construction easements (TCE). The Project would require a right of entry agreement for temporary construction access from the Camarillo airport property (APN 230-003-022) owned by Ventura County for construction of the bridge wingwalls and channel rip-rap as well as a staging area. TCEs may be required from the outlet mall (APN 229-034-007) at the southeast corner and a portion of the conference center at the northeast intersection corner (APNs 229-001-061) for the excavation and shoring of the RCB, and grading work. TCEs from the private parcels will begin after environmental approval; the County is aware of the ROW needs, and is in discussions with the City. There are no full acquisitions anticipated for this project. The project would not result in the relocation or displacement of any residential or business properties.

Staged Construction

Staging for the Project will consist of four phases. Expected potential equipment includes excavation equipment, delivery vehicles, paving vehicles, and utility trucks. During the construction period, additional speed limit signs would be included with a reduced speed limit of 30 miles per hour. Phase 1 construction is expected to last approximately one month. Construction of Phase 2 and 3 of the cast-in-place concrete box culvert would take approximately five months under normal working hours. Construction would occur during the summer low flow season for the creek. No construction would occur over the winter months between Phase 2 and 3. Phase 4 is expected to be three months, and would occur immediately after Phase 3 is completed.

Phase 1

In the first phase, on eastbound Ventura Boulevard, the number one lane of the two existing through lanes will be closed from the Walmart shopping center entrance to Promenade Drive. The number one lane of the two eastbound left turn lanes at Las Posas Road is also closed. In the westbound direction of Ventura Boulevard, the number one lane of the two existing through lanes will be closed from Promenade Drive to Town Center East. The number one lane of the

two westbound left turn lanes at Las Posas Road is also closed. On southbound Las Posas Road, the number one lane of the two existing through lanes will be closed from U.S. 101 to Camarillo Center Drive. The number one lane of the two southbound left turn lanes at Ventura Boulevard is also closed. On northbound Las Posas Road, the number one lane of the two existing through lanes will be closed from Camarillo Center Drive to U.S. 101. The number one lane of the two northbound left turn lanes at Ventura Boulevard is also closed. The dedicated left turn lane from southbound Town Center East to Eastbound Ventura Boulevard is closed. During this phase, the existing raised medians on Ventura Boulevard and Las Posas Road will be partially removed and replaced with temporary asphalt concrete pavement. Traffic control will consist of cones, barricades, and signage. Pedestrian access is maintained at all corners for Phase 1.

Phase 2

The RCB is to be constructed in three segments. The two RCB end segments, near the northeast and southwest corners of the Las Posas Road and Ventura Boulevard intersection, will be constructed during Phase 2. Utility work will also take place during this phase with existing sewer forcemain and gas lines that cross the RCB being relocated.

In the second phase, eastbound Ventura Boulevard will maintain its existing dedicated right turn lane onto Las Posas Road but will provide a single through/optional left turn lane between Town Center East and the shopping center entrance. Traffic control on westbound Ventura Boulevard would be configured to provide a single lane with left, right, and through lanes from Promenade Drive to the Las Posas Road intersection, then opens back to the existing three lanes after the intersection. Travel lanes are diverted to the south side of the intersection to provide working space for construction of the proposed RCB on the north side of Ventura Boulevard and under the existing westbound lanes location. Southbound Las Posas Road south of U.S. 101 provides one dedicated right turn lane, one through lane and one through/optional left at Ventura Boulevard, keeping two receiving lanes open, same as the existing condition, south of Ventura Boulevard. Northbound Las Posas Road provides one dedicated right turn lane and a single through/optional left turn lane north of Camarillo Center Drive which opens back up to match existing near Park N Ride Boulevard. Traffic on Las Posas Road is shifted to the east side of the roadway to provide working space for construction of the proposed RCB on the west side of Las Posas Road under the existing southbound lanes location. Traffic control will consist of cones, barricades, temporary railing (type K), crash cushions, temporary striping, and signage. Temporary traffic signals may be required during this phase. Accessible pedestrian access would be maintained through the intersection.

Phase 3

The middle of the three RCB segments, near the southeast corner of the Las Posas Road and Ventura Blvd intersection, will be constructed during Phase 3.

In the third phase, the eastbound Ventura Boulevard lane configuration from Phase 2 is maintained. Westbound Ventura Boulevard provides a through/optional right turn lane and a through/optional left turn lane between Promenade Drive and Town Center East. Traffic is shifted to the north side of Ventura Boulevard, the pavement for which was reconstructed during Phase 2. Southbound Las Posas Road provides a through/optional right and a through/optional left lane south of U.S. 101 and keeps two receiving lanes south of Ventura Boulevard. Northbound Las Posas Road provides a through/optional right and a through/optional left lane north of Camarillo Center Drive and has three receiving lanes north of Ventura Boulevard until U.S. 101. Traffic is shifted to the West side of Las Posas Road, with the southwest area traversing on temporary pavement constructed during Phase 2. Traffic control will consist of cones, barricades, temporary railing (type K), crash cushions, temporary striping, and signage. Temporary traffic signals may be required during this phase. Pedestrian access is maintained at all corners except the southeast corner. Pedestrians traversing this corner will need to detour through the adjacent Promenade shopping center. Continuing from Phase 2, accessible pedestrian access would be maintained through the intersection.

Phase 4

After the RCB is completed during Phase 3, the fourth and final phase finishes up reconstructing some of the surface features above the box that could not be completed during box reconstruction.

In the fourth phase, on eastbound Ventura Boulevard, one through/optional right turn lane will be provided from the Walmart shopping center entrance to Promenade Drive. One left turn lane at Las Posas Road is provided. In the westbound direction of Ventura Boulevard, one through/optional right turn lane, a dedicated westbound left turn lane and dedicated right turn lane at Las Posas Road are provided Promenade Drive to Las Posas Road. West of Las Posas Road, a single through lane and a dedicated right turn lane into the shopping center is provided. On southbound Las Posas Road, three lanes are provided south of U.S. 101, each a dedicated lane for the three possible movements at the Ventura Boulevard intersection. South of the intersection, the single through lane continues until opening up to existing at Camarillo Center Drive. On northbound Las Posas Road, two through lanes are provided along with a single dedicated left turn lane and dedicated right turn lane at Ventura Boulevard. North of Ventura Boulevard, three through lanes receive traffic plus a dedicated right turn lane that opens up for Park N Ride Boulevard until Las Posas Road matches the existing traffic condition south of U.S. 101. The dedicated left turn lane from southbound Town Center East to eastbound Ventura Boulevard is closed. During this phase, raised medians are reconstructed on Ventura Boulevard and Las Posas Road and the southwest corner of the intersection is reconstructed to provide new sidewalk, curb ramp, and a dedicated right turn lane into Camarillo Airport. Traffic control will

consist of cones, barricades, and signage. Temporary traffic signals may be required during this phase. Pedestrian access is available at all corners during Phase 4 except for the southwest corner curb ramp which is being reconstructed during this phase.

DISCRETIONARY ACTIONS AND APPROVALS

The City is the Lead Agency for the proposed Project. The discretionary and ministerial actions associated with the development of the Project include, but are not limited to, the following:

- A Clean Water Act (CWA) Section 404 Nationwide 14 Permit would be required from the United States Army Corps of Engineers (USACE).
- A CWA Section 401 Water Quality Certification would be required from the Regional Water Quality Control Board (RWQCB).
- A National Pollution Discharge Elimination System permit from the RWQCB would be required.
- A California Fish and Game Code Section 1602 Lake and Streambed Alteration Agreement (SAA) is anticipated from the California Department of Fish and Wildlife (CDFW).
- A watercourse or encroachment permit would be required from the Ventura County Watershed Protection District.
- A Federal Aviation Administration (FAA) Form 7460 is required from the FAA.

ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Greenhouse Gas Emissions	☐ Public Services
☐ Agriculture & Forestry Resources	☒ Hazards & Hazardous Materials	☐ Recreation
☒ Air Quality	☒ Hydrology & Water Quality	☐ Transportation
☒ Biological Resources	☐ Land Use & Planning	☒ Tribal Cultural Resources
☒ Cultural Resources	☐ Mineral Resources	☐ Utilities & Service Systems
☐ Energy	☒ Noise	☐ Wildfire
☒ Geology & Soils	☐ Population & Housing	☐ Mandatory Findings of Significance

DETERMINATION

On the basis of this initial evaluation:

☐ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed Project could have a significant effect on the environment, there would not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION would be prepared.

☐ I find that the proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature of Lead Agency Representative	Date
Printed Name	Title

EVALUATION OF ENVIRONMENTAL IMPACTS

INTRODUCTION

This section of the IS contains an evaluation and discussion of impacts associated with each environmental issue and subject area identified in the 2018 CEQA Guidelines Appendix G Initial Study Checklist and the City's Initial Study Appendix G Environmental Checklist provided in the City's adopted CEQA Environmental Guidelines (City of Camarillo, 2020).

A threshold of significance is an identifiable quantitative, qualitative, or performance level of a particular environmental effect. The thresholds of significance are based on the thresholds provided in the City's adopted CEQA Environmental Guidelines and other sources as noted. The thresholds of significance have been adopted by the City Council for use in the preparation of NDs, MMDs, and EIRs for public and private residential, commercial, industrial, institutional, and infrastructure Projects. Under CEQA, impacts are determined to be:

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

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

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

Significant Impact: The Project will result in a direct or indirect impact on the environment, and the impact would be substantially adverse. When preparing an Initial Study for a Draft EIR, the impact can also be determined to be a Potentially Significant Impact in which the Project may result in a direct or indirect impact on the environment and the impact may be substantially adverse, but information is not known at the time to determine whether the impact would not be substantially adverse. If the impact is confirmed to be substantially adverse, it is determined to be a Significant Impact.

All evaluations take account of the whole action involved, including offsite as well as onsite, cumulative as well as Project-level, indirect as well as direct, and construction as well as operational impacts. The following instructions are associated with the City's Initial Study

Appendix G Environmental Checklist provided in the City's adopted CEQA Environmental Guidelines:

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

incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the Project.

- City staff and consultants are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances).
- Supporting Information Sources: A source list should be attached, and other sources used, or individuals contacted should be cited in the discussion.
- The explanation of each issue should identify:
  1. the significance criteria or threshold, if any, used to evaluate each question; and
  2. the mitigation measure identified, if any, to reduce the impact to less than significance.

1. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the Project is in an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

Explanation of Checklist Answers

1a). Less Than Significant Impact. There are no designated scenic vistas within Camarillo. However, the City's CEQA environmental thresholds of significance reflect the resources and issues of concern to the City. Therefore, the following discussion includes analysis of potential scenic corridor impacts per the City's CEQA environmental thresholds of significance.

According to the Community Design Element of the General Plan, Las Posas Road is designated as a scenic corridor. Las Posas Road is identified as a route that has contributed to the city's high quality of life and promotes and preserves the scenic and environmental characteristics of Camarillo. The City's intent in establishing scenic corridors is to preserve public views of important

scenic resources (City of Camarillo, 2012). The Project would be constructed in accordance with the applicable General Plan goals, objectives, policies, and guidelines for scenic corridors (see **Table 1**).

The Project would include replacing the existing drain box culvert with a concrete box culvert with the same dimensions. In addition, the right-turn lane on southbound Las Posas Road would be extended, the roadway would be widened, a sidewalk would be added on the bridge, and shoulders and a bike lane would be added to the southbound Las Posas Road. Project improvements would blend with the existing linear corridor and not include new vertical structures that would block views or substantially alter the existing visual setting. Therefore, the Project would result in a less than significant impact on a scenic vista.

1b). Less Than Significant Impact. See discussion related to scenic corridors in response (a) above. The Project area has not been designated by the California Department of Transportation (Caltrans) as a state scenic highway. The nearest scenic highway, US-101, is located approximately 450 feet north of the Project area (California Department of Transportation, 2020). Project improvements would not encroach or damage any scenic resources located on the designated scenic highway. Therefore, the Project would result a less than significant impact on a state scenic highway.

1c). Less Than Significant Impact. Views from the Project area include the Camarillo Airport and commercial/industrial businesses. The most notable feature visible from Las Posas Road is the background views of the Santa Monica Mountains to the south and southeast. There are intermittent views of the Camarillo Hills and Topatopa Mountains to the north. **Table 1** provides a summary of the General Plan policies governing scenic quality, as outlined in the City's CEQA Thresholds of Significance and the applicability/consistency of the Project to these policies. As shown in **Table 1**, the, the Project would not conflict with applicable planning policies governing visual character and scenic quality. The Project would not substantially alter existing views because the box culvert replacement would not be perceptible following Project completion. The extension of the right-turn lane, road widening, sidewalk, shoulders and bike lane additions would blend in with the existing linear corridor. Therefore, the Project would result in a less than significant impact on policies governing visual character and quality.

Table 1 Project Consistency with Applicable General Plan Policies Governing Scenic Quality

General Plan Policy Number	Policy	Project Consistency Evaluation
Community Design Element		
Policy GSC-1.1.1	Preserve the visual and physical connection to agriculture by providing views from streets, parks, and open spaces to agriculture and hillsides.	*Consistent.* The Project would not include new vertical structures that would block views. In addition, the Project would not substantially alter the existing visual

General Plan Policy Number	Policy	Project Consistency Evaluation
	Where new streets are extended adjacent to agriculture, encourage hillside and open space views by maintaining agricultural activities at the road edge.	setting. Views of the nearby scenic vistas would continue to be provided from nearby vantage points.
Policy SC-1.1.2	Bridges, culverts, drainage ditches, and other roadway ancillary elements shall be of an appropriate design quality for visual corridor functions.	*Consistent.* The Project would not block views of Las Posas Road; therefore, would not impact visual corridor functions. In addition, the Project would be developed in accordance with Scenic Corridor Design Guidelines and Street and Corridor Guidelines outlined in the Community Design Element of the General Plan.
Policy SC-1.1.3	Side slopes, walls, and earthen berms adjacent to roadways shall be natural in appearance to minimize visual impacts along scenic corridors.	*Consistent.* Exterior walls of the proposed concrete box culvert would have a similar visual character to the existing box culvert. In addition, the Project would be developed in accordance with Scenic Corridor Design Guidelines and Street and Corridor Guidelines outlined in the Community Design Element of the General Plan.
Policy SC-1.1.4	All landscaping located within designated scenic corridors shall be designed in accordance with established design guidelines herein as well as the Street Median and Parkway Master Plan.	*Consistent.* The Project would require vegetation removal within medians of the Project area. Vegetation would be replaced in accordance with design guidelines and the Street Median and Parkway Master Plan.
Policy SC-1.2.4	Locate new and relocated utilities underground when possible. All others should be placed and screened when feasible to minimize public viewing.	*Consistent.* Utility relocations would include an 18 inch force main sewer and an 8-inch gas line currently above grade at the west end of the reinforced concrete box culvert. All utilities relocated would be relocated underground.

1d). No Impact. The main source of nighttime lighting is from vehicle headlights and streetlights located on the medians of Las Posas Road and Ventura Boulevard. No new sources of lighting or glare would be installed as part of the proposed Project. Therefore, the Project would result in no impact on light and glare.

Cumulative Impacts

Current and continuing development contributes to cumulative impacts on aesthetics in Camarillo. Increased development throughout the city is expected to alter the visual character of each

individual Project area. However, any development along Las Posas Road would be constructed in accordance with the applicable General Plan goals, objectives, policies, and guidelines for scenic corridors outlined in the Community Development Element. In addition, the design of each Project, including this Project, would be reviewed by the City's Community Development Department for consistency with applicable City codes and regulations prior to final approval. The Project is included in is listed in the SCAG 2025 FTIP (VEN-191206) that would accommodate the existing needs of the Camarillo (City of Camarillo, 2013a). As discussed above, Project improvements would blend with the existing linear corridor and not include new vertical structures that would block views or substantially alter the existing visual setting. Therefore, the contribution of the Project to cumulative impacts on aesthetics would not be considerable.

Avoidance, Minimization, and Mitigation

None required.

2. AGRICULTURAL AND FORESTRY RESOURCE

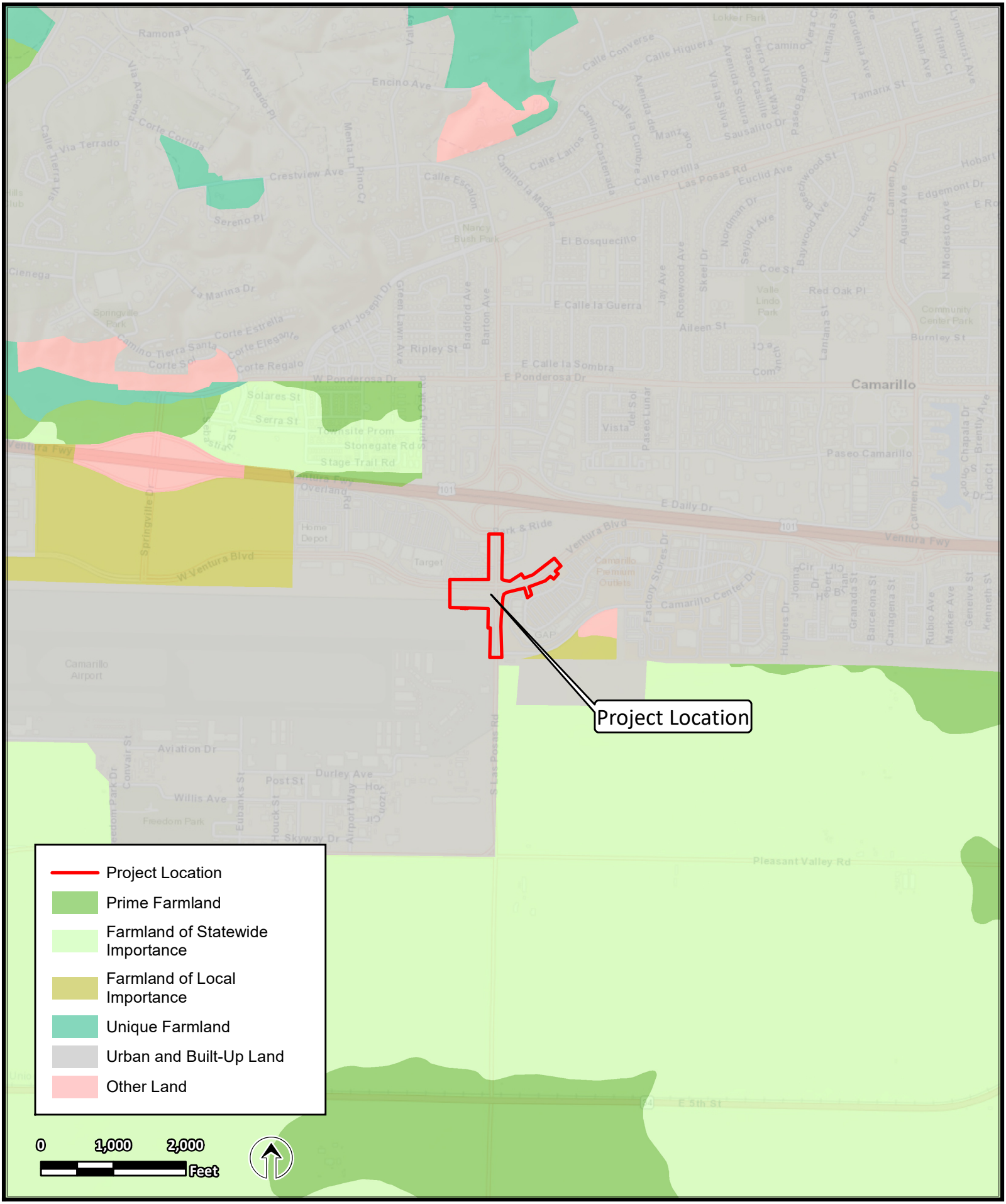
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code 12220 (g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51004g)?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or forest land to non-forest use?	☐	☐	☐	☒

Explanation of Checklist Answers

2a). No Impact. The General Plan land use designations adjacent to the Project include General Commercial to the east, Quasi-Public/Utility and Industrial to the west, and General Commercial to the north and south. According to the California Department of Conservation (CDOC) California Important Farmland Finder Map, the Project area is identified as Urban and Built Up Land (see **Figure 4,** Farmlands Map) (California Department of Conservation, 2016). The Project would require ROW from APN 230-0-030-225 and TCEs from APN 230-0-030-225, 229-0-340-070, 229-0-010-140 and 229-0-010-150. None of these parcels are identified as Important Farmland. Therefore, the Project would result in no impact on Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.

2b). No Impact. The Project area is zoned Commercial Planned Development, Light Manufacturing, and Limited Manufacturing. The Project would require ROW from APN 230-0-030-225 and TCEs from APN 230-0-030-225, 229-0-340-070, 229-0-010-140 and 229-0-010-150. The Project would not require ROW from any parcel under a Williamson Act contract and would not require the permanent conversion of land zoned for agricultural use. Therefore, the Project would result in no impact on existing zoning for agricultural use, or a Williamson Act contract.



Sources: CA Department of Conservation 2016; ESRI 2021.

FIGURE 4. FARMLANDS MAP
Bridge Replacement at Las Posas Road and Ventura Boulevard

2c). No Impact. The Project area does not contain forest or timberland and is not zoned for forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or Timberland Production (as defined by Government Code section 51104(g)). Therefore, the Project would result in no impact on zoning of forest land, timberland, or timberland zoned timberland production.

2d). No Impact. As described in the response to 2c) above, no forest or timberlands are located in the Project area. Therefore, the Project would result in no impact on forest land.

2e). No Impact. As described in responses 2a-d), the Project would not permanently convert adjacent agricultural land to a non-agricultural use. In addition, the Project area does not contain forest land. Therefore, the Project would result in no impact related to farmland or forest land conversion.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on agriculture and forestry resources. The development of other properties in Camarillo could result in the conversion of important farmland from agriculture to non-agricultural use. The Project would include the replacement of an existing drain box culvert, lane extension, road widening, addition of a sidewalk, shoulders, and bike lane. As discussed above, implementation of the Project would not contribute to development in the Project vicinity. The Project would not directly or indirectly result in the permanent conversion of any important farmlands in the Project area or adjacent to the Project area. Therefore, the Project would not contribute to cumulative impacts on agriculture and forestry resources.

Avoidance, Minimization, and Mitigation

None required.

3. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
d) Result in other emissions (such as those leading to odors) affecting a substantial number of people?	☐	☐	☒	☐

Explanation of Checklist Answers

3a). **No Impact.** Camarillo is located within the South Central Coast Air Basin (Basin), which includes all of Ventura, Santa Barbara, and San Luis Obispo Counties. The Ventura County Air Pollution Control District (VCAPCD) is the agency principally responsible for comprehensive air pollution control in the Ventura County portion of the Basin. The VCAPCD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. The applicable air quality plan for the Project area is the 2016 Ventura County Air Quality Management Plan (AQMP). The 2016 AQMP was prepared to satisfy federal Clean Air Act planning

requirements for areas designated as serious federal 8-hour ozone nonattainment areas, including, but not limited to, updated air quality information, an updated emissions inventory, local and state air pollutant control measures, new emission forecasts and Projections, a new federal conformity budget for transportation Projects, a reasonable further progress demonstration for precursors of ozone (reactive organic gases [ROG] [also referred to as reactive organic compounds, or "ROC"] and nitrogen oxides [NO_x]), a demonstration that Ventura County will attain the 2008 federal 8-hour ozone standard, and contingency measures.

Per Ventura County's Air Quality Assessment Guidelines, "A Project that conforms to the applicable General Plan designation and has emissions below two pounds per day (ppd) of ROC, and below two ppd of NO_x, is not required to assess consistency with the AQMP." Project construction would result in emissions below two ppd. Additionally, Project operation would not generate any increase in operational emissions of ROC and NO_x. Therefore, the Project would result in no impact on implementation of an applicable air quality plan.

3b. **Less Than Significant Impact.** A criteria air pollutant is any air pollutant for which ambient air quality standards have been set by the United States Environmental Protection Agency (U.S. EPA) or the California Air Resources Board (CARB). Criteria pollutants include ozone (O_3), fine particulate matter ($PM_{2.5}$), respirable particulate matter (PM_{10}), carbon monoxide (CO), nitrogen dioxide (NO_2), lead (Pb), sulfur dioxide (SO_2), visibility-reducing particles, sulfates, and hydrogen sulfide.

The nearest sensitive receptors have been identified as residential homes located approximately 1,700 feet northeast of the Project area, north of US-101. Construction activities would include excavation, grading, vegetation removal, and paving, which could result in increased air quality emissions. Construction would take place over approximately 20 months and would occur in four phases. Project construction would result in an increase of less than two pounds per day (ppd) of construction-related and operational emissions of both ROC and NO_x. Project operation would not generate an increase in operational emissions of ROC. According to the City's CEQA Environmental Guidelines, an increase of less than two ppd is considered a less than significant impact (City of Camarillo, 2020). Therefore, the Project would result in a less than significant impact relating to the cumulative net increase of any criteria pollutant.

3c). **Less Than Significant Impact With Mitigation Incorporated.** Project construction would result in temporary emissions of air quality pollutants that are typically associated with construction activity, such as fugitive dust. The nearest sensitive receptors have been identified as residential homes located 1,700 feet northeast from the Project area, north of US-101. Measure **AQ-1** would be applied during Project construction to minimize air quality pollutants from construction activities. Therefore, the Project would result in a less than significant impact related to the exposure of sensitive receptors to substantial pollutant concentrations.

3d). Less Than Significant Impact. Irritating odors are often associated with particulates. Some examples of sources are gasoline and diesel engine exhausts, paint spraying, and street paving. During construction, the Project could result in odors from exhaust emissions generated by construction equipment and motor vehicles. These exhaust emissions include volatile organic compounds, CO, O_3, NO_2, and oxides of sulfur. However, the odors would be temporary during the construction period, and would dissipate rapidly with increasing distance from the source (World Health Organization, 2013). Following construction, odors would not be greater than the existing odors emitted prior to Project construction. Therefore, the Project would result in less than significant impacts related to odors.

Cumulative Impacts

Current and continuing development contributes to cumulative impacts on air quality. According to the City's CEQA Environmental Guidelines, an increase of less than two ppd of ROC and NOX is considered a less than significant impact (City of Camarillo, 2020). As discussed above, Project construction is expected to generate an increase of less than two ppd of NO_x and ROCs. Project operation would not generate an increase in operational emissions of ROC and NO_x. Given the small size and scale of the Project within the region, with implementation of proposed measures, construction of the Project would have a minimal contribution to cumulative impacts on substantial pollutant concentrations. Therefore, the contribution of the Project to cumulative impacts on air quality would not be considerable.

Avoidance, Minimization, and Mitigation

To address impacts related to air quality, the following measure would be implemented:

AQ-1 VCAPCD Rule 55 –Fugitive Dust control would be applied during Project construction to minimize air quality pollutants as a result of construction activity (VCAPCD, 2008).

4. BIOLOGICAL RESOURCES

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☒	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

The following discussion incorporates the results of the Natural Environment Study (Minimal Impacts) that was prepared for this Project (GPA Consulting, 2024a).

Explanation of Checklist Answers

4a). Less Than Significant Impact With Mitigation Incorporated. A Natural Environment Study (Minimal Impacts) and Aquatic Resources Delineation Report were completed for the Project. Available literature was reviewed to identify any special-status plants, wildlife, critical habitat, and/or sensitive habitats previously recorded within or near the biological study area (BSA). After reviewing the results of the database queries and related information described above, a biological survey was surveyed on June 10, 2021. An updated biological survey and jurisdictional delineation was conducted on May 11, 2022 (GPA Consulting, 2024a).

The BSA includes areas that could be directly or indirectly impacted by the Project, either temporarily or permanently (see **Figure 5**, Biological Study Area). The limits of the BSA were determined by reviewing Project plans, aerial photography, and evaluating potential jurisdictional areas during a field visit.

FIGURE 5. BIOLOGICAL STUDY AREA AND PHOTO LOCATIONS
Bridge Replacement at Las Posas Road and Ventura Boulevard

The BSA is located within the City of Camarillo and includes an approximate 0.30-mile section of Las Posas Road just west of the Camarillo Outlets Promenade, 0.26-mile section of Ventura Boulevard just south of U.S. Highway 101 (US 101), the culvert, Camarillo Hills Drain is approximately 466 feet and runs underground east to west of Las Posas Road and Ventura Boulevard intersection The BSA includes the Project footprint, temporary construction work areas, and potential staging areas on the roadway. The BSA is in an urban area of Ventura County surrounded by commercial shopping centers to the northwest and northeast, the Camarillo Airport immediately southwest and a 76 Gas Station to the northeast.

California Natural Diversity Database (CNDDB), USFWS, and California Native Plant Society (CNPS) species lists were obtained on November 19, 2021, November 15, 2022, and February 29, 2024 and a National Marine Fisheries Services (NMFS) species list was obtained on August 2, 2021 and February 29, 2024 to identify federally and state listed species with the potential to be in the BSA and to identify critical habitat within the BSA based on their geographical range. Plant and wildlife species with potential to be in the BSA were identified based on (1) a record reported in the CNDDB, CNPS, NMFS, and USFWS species lists, (2) the presence of suitable habitat, and (3) survey results (GPA Consulting, 2024a).

According to the CNDDB, CNPS, and USFWS searches, 39 special-status plant species have the potential to be in the BSA based on recorded geographical distribution. However, based on habitat requirements and the results of the biological survey, no special-status plant species are expected to be in the BSA (GPA Consulting, 2024a).

According to the CNDDB, USFWS, and NMFS searches, 54 special-status wildlife species have the potential to be in the BSA based on recorded geographical distribution. Based on the habitat requirements and the biological survey, three special-status wildlife species have potential to be in the BSA including the burrowing owl (*Athene cunicularia*), pallid bat (*Antrozous pallidus*), and southwestern pond turtle (*Emys marmorata*) (GPA Consulting, 2024a).

Construction activities, including grading, demolition of the existing roadway, vegetation removal, and paving, could result in direct and indirect impacts on migratory birds and raptors, including western burrowing owl, if individuals were to be nesting or foraging in the BSA. Direct impacts on migratory birds and raptors could include destruction of nests from vegetation removal or ground disturbance. Indirect impacts on migratory birds and raptors could include disturbance from increased noise and vibration. However, with the implementation of proposed measures **BIO-13** through **BIO-18**, adverse impacts on migratory birds and raptors, including western burrowing owl, are not anticipated. (GPA Consulting, 2024a).

Construction activities, including grading, demolition of the existing roadway, vegetation removal, and paving, and removal of the existing culvert could result in direct and indirect impacts on the

pallid bat if individuals were to be roosting in or adjacent to the BSA. Indirect impacts on the pallid bat could include disturbance from increased noise and vibration. Direct impacts on the pallid bat could include mortality during the removal of the existing culvert. However, with the implementation of proposed measure **BIO-19**, adverse impacts on the pallid bat are not anticipated (GPA Consulting, 2024a).

Construction activities, including grading, demolition of the existing roadway, vegetation removal, and paving, could result in direct and indirect impacts on the southwestern pond turtle if individuals were to be in Camarillo Hills Drain or adjacent to the BSA. Direct impacts on the southwestern pond turtle could include mortality and the presence of poor water quality from equipment use in Camarillo Hills Drain. Indirect impacts on the southwestern pond turtle could include disturbance from increased noise and vibration. If the southwestern pond turtle is observed within the BSA, work would be stopped and consultation under Section 7 with USFWS would be required. However, with the implementation of proposed measures **BIO-20** through **BIO-27**, adverse impacts on the southwestern pond turtle would be substantially minimized (GPA Consulting, 2024a).

With implementation of the proposed measures, the Project would result in less than significant impacts with mitigation incorporated on candidate, sensitive, or special status species.

4b). No Impact. According to the CNDDB search conducted, nine special-status natural communities have the potential to be in the BSA based on geographical distribution. However, no special-status communities were identified during the biological survey and no special-status communities are expected to be in the BSA (GPA Consulting, 2024a). Therefore, the Project would result in no impact on any sensitive natural communities.

4c). Less Than Significant Impact With Mitigation Incorporated. The BSA was evaluated for wetlands and non-wetland waters under jurisdiction of the USACE by delineating the ordinary high water mark (OHWM), assessing the presence of hydrophytic vegetation, hydric soils, and wetland hydrology, and determining relatively permanent flow and continuous surface connectivity of Camarillo Hills Drain to a traditional navigable waterway. Camarillo Hills Drain appears to receive year-round flows from urban runoff. This drainage runs parallel to Ventura Boulevard, flows southeast to west under US-101, and connects downstream to Revolon Slough, which then flows to the Pacific Ocean. Perennial tributaries to traditional navigable waterways are expected to fall under jurisdiction of the USACE. Therefore, Camarillo Hills Drain is expected to fall under the jurisdiction of USACE. Approximately 0.45 acre of wetlands and approximately 0.44 acre of non-wetland waters of the U.S. were delineated within the BSA (GPA Consulting, 2024a).

The BSA was evaluated for wetlands and non-wetland waters under jurisdiction of the RWQCB by delineating surface waters and assessing the presence of hydrophytic vegetation, hydric soils, and wetland hydrology. Camarillo Hills Drain had surface water at the time of the survey; therefore,

Camarillo Hills Drain is expected to fall under jurisdiction of the RWQCB. Approximately 0.45 acre of wetlands and approximately 0.44 acre of non-wetland waters of the state were delineated within the BSA (GPA Consulting, 2024a).

The BSA was evaluated for waters under jurisdiction of the CDFW by delineating areas from the top of the banks and the areas immediately adjacent to the top of bank. Camarillo Hills Drain has a defined bed and bank and supports vegetation; therefore, Camarillo Hills Drain is expected to fall under jurisdiction of the CDFW. Camarillo Hills Drain had a defined bed and bank and supported vegetation in the channel at the time of the survey; however, no vegetation was observed at the top of both banks. Approximately 1.37 acres of waters under CDFW jurisdiction were delineated in the BSA (GPA Consulting, 2024a).

Construction activities, including demolition of existing roadway, grading, vehicle movement, and installation of concrete, could result in temporary and permanent impacts on jurisdictional areas. Temporary impacts on jurisdictional areas could include removing vegetation, removal of the existing culvert, and diverting water downstream of Camarillo Hills Drain. In addition, construction materials, dust, and/or debris entering flowing waters within Camarillo Hills Drain could temporarily impact water quality (see **Table 2**). The new drainage culvert would be longer than the existing culvert and would therefore result in permanent impacts on jurisdictional areas. However, the Project would be conducted in compliance with applicable water quality regulations and regulatory permits. Additionally, the staging area would be located 25 feet from the top of the northern bank, within bare ground that is usually used as an access path for maintenance. With implementation of measures **BIO-1** through **BIO-12**, impacts on jurisdictional features would be reduced to the greatest extent feasible. Therefore, the Project would result in less than significant impacts with mitigation incorporated on jurisdictional features.

Table 2 Temporary Impacts on Jurisdictional Features in the BSA

Regulatory Agency and Jurisdiction	Temporary Impacts (acres)	Permanent Impacts (acres)
U.S. Army Corps of Engineers and Regional Water Quality Control Board Wetlands	0.07	0.03
U.S. Army Corps of Engineers and Regional Water Quality Control Board Non-Wetland Waters	0.44	-
California Department of Fish and Wildlife Jurisdiction	0.58	0.05

4d). Less Than Significant Impact With Mitigation Incorporated. A migration or wildlife corridor is an area of habitat that connects two or more patches of habitat that would otherwise be isolated from each other. Wildlife corridors are typically adjacent to urban areas. A functional wildlife corridor allows for ease of movement between habitat patches and is important in preventing habitat fragmentation. Habitat fragmentation is typically caused by human development and can lead to a decrease in biodiversity and ecosystem functionality (GPA Consulting, 2024a).

Land surrounding the BSA consists of commercial, agricultural, and airport land uses. According to the CDFW BIOS, there are no essential wildlife connectivity areas or natural landscape blocks in the BSA. The BSA is surrounded by cultivated and developed land and is not likely to be used as a regional migration corridor; however, it could be used for local foraging and movement of wildlife in the Project vicinity. In addition, the BSA is within the Pacific Flyway, an important north-south flyway for migratory birds traveling between breeding grounds and overwintering sites between the Arctic tundra and South America (GPA Consulting, 2024a).

There is the potential for migratory birds to be nesting and foraging in the BSA and construction area during construction. During the biological surveys multiple bird species were observed foraging or flying over the BSA including American crow (*Corvus brachyrhynchos*), black phoebe (*Sayornis nigricans*), killdeer (*Charadrius vociferus*), mourning dove (*Zenaida macroura*), house finch (*Haemorhous mexicanus*), barn swallow (*Hirundo rustica*), northern rough-wing sparrow (*Stelgidopteryx serripennis*), brown-headed cowbird (*Molothrus ater*), mallard (*Anas platyrhynchos*), and Say's phoebe (*Sayornis saya*).

As discussed in response (a) above, nesting birds could be directly impacted by construction activities if they were to be nesting in trees and vegetation in the Project area. In addition, these species could be indirectly impacted by loss of habitat resulting from vegetation removal. However, with implementation of measures **BIO-31** through **BIO-33**, the Project would be in compliance with the Migratory Bird Treaty Act and California Fish and Game Code.

Therefore, the Project would result in less than significant impacts with mitigation incorporated on migratory wildlife or wildlife nursery sites.

4e). No Impact. The General Plan Open Space & Conservation Element includes policies to preserve, protect, and enhance open space, agricultural land, and natural resources in Camarillo (City of Camarillo, 2004). These policies include identification and protection of natural watersheds, drainage beds, and water recharge areas to achieve recovery of local water and the preservation of natural plant and animal habitat. Applicable policies and consistency determinations within this element are included in **Table 3**.

Table 3 Project Consistency with Applicable Local Policies Governing Natural Resources

Section of Policy Number	Policy/Ordinance	Project Consistency Evaluation
Open Space and Conservation Element		
Policy 7	Identify and protect natural watersheds, natural drainage beds, and water recharge areas to achieve recovery of local water and the preservation of natural plant and animal habitat.	Consistent. The Camarillo Hills Drain would be impacted by the Project. However, measures **BIO-1** through **BIO-12** would be implemented to reduce impacts.
Sustainable Design Policies		
Policy S-2.4	Preserve existing tree canopy, native vegetation and pervious surfaces.	*Consistent.* The Project would not require tree removal. Vegetation removal would be reduced to the maximum extent feasible per measure **BIO-13**. In addition, **BIO-31** through **BIO-33** would be implemented to further protect native vegetation.
Ventura County Non-Coastal Zoning Ordinance		
Section 8107	This section includes a list of protected trees and the definition for protected zones.	*Consistent.* The Project would not require tree removal.

The Project would not be anticipated to conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, the Project would result in no impact on local policies or ordinances protecting biological resources.

4f). No Impact. The Project area is not included in an adopted Habitat Conservation Plan (HCP), Natural Community Conservation Plan, or other similar documents. The Project would not conflict with the provisions of an adopted HCP, Natural Community Conservation Plan, or other approved local, regional, or state HCP. Therefore, the Project would have no impact on an HCP or a Natural Community Conservation Plan.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on jurisdictional features. Habitat removal from current and future development in the area is the biggest threat to natural communities, and plant and wildlife species. Wildlife is also impacted by collisions with human structures and equipment, poisoning by pesticides and contaminants, damming, and diverting of rivers and streams, predation by domestic animals, and disease. Bat roosts and hibernation areas can be damaged or destroyed by vandalism and demolition. The Project would include the replacement of an existing drain box culvert, lane extension, road widening, addition of a sidewalk, shoulders, and bike lane. Implementation of the Project would not contribute to new development

in the Project vicinity.

Construction of the Project would include temporary impacts on jurisdictional features. However, given the small size and scale of the Project within the region, with implementation of measures, construction of the Project would have a minimal contribution to cumulative impacts on jurisdictional features. The Project could result in direct and indirect impacts on special-status plant and wildlife species; however, with implementation of measures to prevent and/or minimize adverse impacts, the Project would have a minimal contribution to cumulative impacts on special-status plant and wildlife species. In addition, any additional measures required by regulatory permits, NMFS, and USFWS would be implemented during construction. There are no other known planned Projects in the vicinity of the BSA. Therefore, the contribution of the Project to cumulative impacts on biological resources would not be considerable.

Avoidance, Minimization, and Mitigation

To avoid and minimize impacts on jurisdictional waters, the following measures would be implemented:

BIO-1 Work areas would be reduced to the maximum extent feasible, and staging areas would be located away from Camarillo Hills Drain.

BIO-2 Equipment staging and storage areas for vehicles, equipment, material, fuels, lubricants, and solvents would be restricted to existing roadway and would be a minimum of 25 feet from the top of bank of the Camarillo Hills Drain.

BIO-3 Best Management Practices (BMP), such as silt fencing, fiber rolls, straw bales, or other measures would be implemented during construction to minimize dust, dirt, and construction debris from entering the jurisdictional features, and/or leaving the construction area.

BIO-4 Appropriate hazardous material BMPs would be implemented to reduce the potential for chemical spills or contaminant releases into the jurisdictional features including any non-stormwater discharge.

BIO-5 All equipment refueling, and maintenance would be conducted in the staging area away from Camarillo Hills Drain. In addition, vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation. Any leaking vehicle or equipment would not be operated in the Project area until repaired. All workers would be informed of the importance of preventing spills and the appropriate measures to take should a spill happen.

BIO-6 Stationary equipment such as motors, pumps, generators, compressors, and welders located within 100 feet of the jurisdictional features would be positioned over drip-pans,

including when in operation.

BIO-7 Any temporary erosion control implemented during construction would utilize non-invasive plant species. At Project completion, all contractor areas would be re-contoured to pre-construction conditions.

BIO-8 No work would be conducted in flowing or ponded water except as necessary to construct a water diversion. All drainage flows within the construction area would be diverted by placing flows in a temporary flexible plastic pipe that would be diverted through the construction area by pumping or by gravity flow to ensure that no work is performed in flowing water.

BIO-9 If groundwater is encountered during construction and dewatering is required to complete construction activities, a detention basin would be temporarily constructed within 250 feet of the existing box culvert's southern edge, along the Camarillo hills Drain banks.

BIO-10 All equipment refueling, and maintenance would be conducted outside of the drainages. In addition, BMPs would be implemented during construction to reduce potential impacts associated with leaks and spills of oil, fuel, or machinery fluids.

BIO-11 All trash and construction debris would be removed from the channel and construction areas daily. All water quality BMP materials would be properly maintained during Project construction and removed upon completion of construction activities. After completion of the Project, all construction equipment and materials would be removed from the BSA.

BIO-12 A plan would be developed prior to construction to mitigate for permanent impacts on all jurisdictional waters within the BSA at a minimum ratio of 1:1. The plan would be developed in coordination with, and approved by, regulating agencies.

To avoid and minimize impacts on special-status bird species, the following measures would be implemented:

BIO-13 If construction activities are conducted during the breeding season for western burrowing owls (typically February 1 through September 30), a qualified biologist would perform a focused survey for burrows and western burrowing owls within the BSA no more than 30 days and no fewer than 14 days prior to the start of construction activities. Surveys would be conducted in accordance with the California Burrowing Owl Consortium's Burrowing Owl Survey Protocol and Mitigation Guidelines (California Burrowing Owl Consortium, 1993).

BIO-14 If the western burrowing owl or its diagnostic signs are detected, the CDFW would be

consulted and a buffer of at least 300 feet around the natal burrow would be established and maintained unless otherwise approved by a qualified biologist.

BIO-15 Occupied burrows would not be disturbed during the nesting season (February 1 through September 30), unless CDFW verifies that birds have not begun egg laying and incubation, or that juveniles from those burrows are foraging independently and capable of independent survival at an earlier date.

BIO-16 If owls must be moved away from the disturbance area, passive relocation would be used to encourage owls to move from occupied burrows to alternate natural or artificial burrows more than 160 feet from the BSA. Passive relocation would be conducted by a qualified biologist. The alternate or artificial burrows would be within or contiguous to a minimum of 6.5 acres of foraging habitat for each pair of relocated owls. A minimum of one week would be allowed for owls to move and acclimate to alternate burrows prior to disturbing any existing burrows. Once the biologist has confirmed that the owls have left the burrow, burrows would be excavated using hand tools and refilled to prevent reoccupation. The area within 500 feet of excavated burrows would be monitored by a qualified biologist daily for one week and once per week for an additional two weeks to confirm that owls are not reoccupying the area.

BIO-17 Passive relocation would be conducted only during the nonbreeding season. Occupied burrows would not be disturbed during nesting season (typically February 1 through September 30), unless a qualified biologist can verify through non-invasive methods that either the owls have not begun egg laying and incubation or juveniles from the occupied burrows are foraging independently and are capable of independent flight.

BIO-18 If passive relocation efforts are not successful within one week, owls within the BSA would be trapped and relocated away from the disturbance area. One alternate natural or artificial burrow would be provided for each burrow to be excavated in the BSA. Relocation would not be conducted until approved by CDFW. A qualified biologist would monitor the relocated owls daily for one week and no less than three days per week for the following two weeks to confirm that they are using the relocation site. A report summarizing the results of the relocation and monitoring would be submitted to CDFW within 30 days following completion of the relocation and monitoring.

To avoid and minimize impacts on bats, the following measure would be implemented:

BIO-19 A CDFW-approved biologist would perform humane eviction and/or exclusion at the Camarillo Hills Drain culvert in the fall (i.e., mid-September to October) prior to construction. If it is not possible to perform the humane eviction/exclusion during the recommended fall period (September or October) due to project phasing, an alternative

exclusionary window in March may be used at the discretion of the CDFW and the CDFW-approved bat biologist. The contractor would provide access so that this biologist can install one-way doors that allow bats to exit but not re-enter the roost areas. These devices must be installed at least 7 to 10 days prior to the installation of work on a structure housing bats to allow sufficient time for the bats to vacate the roost(s). After this eviction period has passes, the one-way doors would be removed, the bat biologist would confirm the bats have vacated the roost, and the crevice sealed with exclusionary material. This material would remain in place throughout the duration of construction activities and until the culvert is removed and would be inspected weekly during construction to ensure that the material remains securely in place and effective in excluding bats from roosting.

To avoid and minimize impacts on the southwestern pond turtle, the following measures would be implemented:

BIO-20 Vegetation removal and excavation would be reduced to the extent feasible.

BIO-21 Construction during the breeding season for southwestern pond turtle (April through August) would be avoided as feasible. Within one week prior to any construction activities, preconstruction surveys shall be performed by a qualified biologist within the project area and staging area (including a 50-foot buffer) to determine whether southwestern pond turtles or active southwestern pond turtle nests are present. If active nests are present, they would be flagged and avoided until the eggs have hatched or they are no longer active, as determined by the qualified biologist. To avoid impacts on southwestern pond turtle, construction would not be conducted within 50 feet of an active nest site (burrow).

BIO-22 Prior to project activities, exclusionary fencing would be used to ensure southwestern pond turtles are kept out of the construction area. This fencing would be maintained throughout the duration of construction. The integrity of the exclusion fencing would be checked daily by a qualified biologist. Additionally, the biologist would check the work area every morning before construction begins to ensure that no turtles are within the exclusion area. If a southwestern pond turtle individual or nest is observed in the impact area, construction activities would be halted until the biologist establishes an appropriate buffer, or the turtle is no longer in the impact area.

BIO-23 No pets would be allowed in the construction area, to avoid and minimize the potential for harassment, injury, and death of wildlife.

BIO-24 If special-status species are found in the construction areas, work would be suspended until appropriate measures are developed and implemented under the direction of a

qualified biologist, and under consultation with regulatory agencies if warranted, to ensure the species are not harmed.

BIO-25 Take or suspected take of special-status wildlife species would be reported immediately to a qualified biologist and consultation with USFWS would be required. A qualified biologist would be required to report the incident, or suspected incident, to the wildlife agencies within 24 hours.

BIO-26 To prevent attracting wildlife to the construction area, all food trash would be kept in wildlife-proof containers and any non-natural food sources would not be left unattended.

BIO-27 Pesticide, insecticide, and rodenticide would not be used as part of the project.

To avoid and minimize the spread of invasive species the following measures would be implemented:

BIO-28 Vegetation removed from the project area would follow Caltrans Standard Specifications for Clearing and Grubbing (17-2) and Roadside Clearing (20-1.03C). Existing vegetation would be preserved to the extent feasible, and BMPs, such as identification of existing invasive species, avoidance of invasive species in erosion control, staff training, equipment cleaning, and monitoring, would be implemented in accordance with Executive Order 13112.

BIO-29 New landscaping materials, including erosion control seed mixes and other plantings, would be composed of non-invasive species and would be clear of weeds, and all erosion control and landscape planting would be conducted in a manner that would not result in the spread of invasive species.

BIO-30 Plants listed in the Pest Ratings of Noxious Weed Species and Noxious Weed Seed (United States Department of Agriculture, 2003) would not be used as part of the project.

To avoid and minimize impacts on the southwestern pond turtle, the following measures would be implemented:

BIO-31 Construction in areas with trees or vegetation that may provide nesting habitat for birds and raptors would be reduced to the maximum extent feasible.

BIO-32 Construction during bird nesting season (typically February 1 to September 1) would be avoided to the extent feasible. If construction is required during the nesting season, nesting bird surveys would be completed no more than 48 hours prior to construction activities to determine if nesting birds or active nests are within 300 feet (500 feet for potential raptor nests) of the construction area. Surveys would be repeated if construction activities are suspended for five days or more.

BIO-33 If nesting birds are found in the construction zone, measures to ensure that the birds and/or their nests are not harmed would be implemented, including but not limited to, installation and maintenance of appropriate buffers (typically 150 feet for song birds and 500 feet for raptors) until nesting activity has ended. The buffer size may be modified, under direction of a qualified biologist, and CDFW if appropriate, if it is determined that construction activities would not likely have adverse effects on the birds.

5. CULTURAL RESOURCES

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

The following discussion incorporates the results of the Archaeological Survey Report and the Historical Resources Technical Memorandum that was prepared for this Project (Stantec Consulting Services Inc, 2025) (GPA Consulting, 2023c).

Explanation of Checklist Answers

5a). Less Than Significant Impact. Sanborn Fire Insurance maps do not provide coverage of the APE or vicinity, indicating that physical development was too sparse to warrant inspection by the insurance industry in the late 19th and early 20th centuries.

The historical maps and online information reviewed indicate that the APE and surrounding area was sparsely populated and used principally for agriculture until the 1940s when the Camarillo Airport—then the Oxnard Air Force Base—was constructed (County of Ventura Department of Airports 2022; U.S. Army Corps of Engineers 1942; USGS 1904, 1950, and 1951). The alignments of what would become Los Posas Road and US-101 are depicted on the 1904 USGS *Hueneme, Calif.*, topographic quadrangle. Although scattered buildings are noted along these transportation corridors, none are within the APE.

An aerial image from 1927 indicates the APE and vicinity was rural and used for agriculture (FrameFinder 2022). Aside from early alignments of Los Posas Road and US-101, no notable improvements—including homesteads or agricultural buildings—were constructed adjacent to the APE at this time. Agriculture dominated the area until circa 2000, after which time

commercial developments were constructed adjacent to the APE along Los Posas Road and Ventura Boulevard (NETR Online 2022).

A Historical Resources Technical Memorandum was prepared for this Project to determine if potential historical resources are present within the Project area. The Built Environment Resources Directory (BERD) was consulted, which includes resources reviewed for eligibility to the National Register of Historic Places (NRHP) and the California Historical Landmarks program. According to the BERD consultation there are no historical properties found within or immediately adjacent to the Project. Additionally, a records search was conducted at the South Central Coastal Information Center (SCCIC) on August 25, 2021, to identify if there are any previously recorded cultural resources within a 0.5 mile radius of the Project area. The SCCIC, an affiliate of the State of California Office of Historic Preservation (OHP), is the official State repository of cultural resources records and reports for Ventura County. The records search indicated one resource within the 0.5 mile radius located at the "Simmins/Reiman Scholle Farm"; however, the resource is not located within the Project area. Additionally, there are no buildings within the Project area that are greater than 45 years of age or appear to be potential historical resources as defined by CEQA (GPA Consulting, 2023c). No NRHP, or other local, state, or federally listed or recognized properties have been identified in the APE. Therefore, the Project would result in a less than significant impact on historical resources.

5b). Less Than Significant Impact With Mitigation Incorporated. An Archaeological Survey Report and Paleontological Resources Assessment was prepared for the Project. The Area of Potential Effects (APE) was established to include the Direct APE and Indirect APE and encompasses 14.47 acres (Stantec Consulting Services Inc, 2025). In addition to the record search conducted by the SCCIC on August 25, 2021, a review of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF); and a review of published archaeological, ethnographic, historical, and environmental literature and maps was conducted (Stantec Consulting Services Inc, 2025).

The SCCIC records search found that six previous investigations overlap the APE and account for approximately 70 percent prior survey coverage of the APE. There are no previously recorded archaeological resources within the APE or a 0.5-mile radius. The results of the NAHC SLF search were negative for tribal cultural resources (Stantec Consulting Services Inc, 2025).

An archaeological sensitivity analysis was conducted and indicated that the APE has low sensitivity for intact buried archaeological resources due to prior disturbance of the APE. Furthermore, the absence of nearby significant freshwater sources and recorded archaeological sites in the vicinity indicate a low potential for unearthing subsurface archaeological remains (Stantec Consulting Services Inc, 2025).

An archaeological pedestrian survey was conducted to identify archaeological resources in the APE that could be affected by the Project. The APE is within a suburban setting and is developed with asphalt roadways, sidewalks, landscaping, an airport, and adjacent retail businesses. Underlying soil in approximately 90 percent of the APE was not visible due to hardscape. Areas of exposed soil, however, along the edge of sidewalks, roadways, and in landscaped areas were inspected for cultural materials. No cultural materials were identified during the survey (Stantec Consulting Services Inc, 2025).

Although it is unlikely that archaeological resources would be in the Project area, if they are encountered during construction, measure **CUL-1** would be implemented. Therefore, the Project would result in a less than significant impact with mitigation incorporated on archaeological resources.

5c). Less Than Significant Impact With Mitigation Incorporated. The Project area is located along the existing Las Posas Road and Ventura Boulevard in an urban portion of Camarillo. The Project area is not within or adjacent to a former cemetery and the land within and surrounding the Project area has already been disturbed and developed. However, construction of the Project would include ground-disturbing activities that could unearth previously undiscovered human remains interred outside of a formal cemetery. Should they be present in the Project area, measure **CUL-2** would be implemented. With implementation of measure **CUL-2**, the Project would result in a less than significant impact with mitigation incorporated on human remains.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on cultural resources. As described above, the Project would not cause a significant environmental impact on cultural and historical resources due to ground disturbance being limited to the Project area where there are no known cultural resources. Therefore, the contribution of the Project to cumulative impacts on cultural resources would not be considerable.

Avoidance, Minimization, and Mitigation

To address impacts related to cultural resources, the following measures would be implemented:

CUL-1 If previously unidentified cultural materials are encountered or unearthed during construction, work would be halted in that area until a qualified archaeologist can assess the nature and significance of the find. Additional surveys would be required if the Project limits change to include areas not previously surveyed.

CUL-2 In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, steps would be taken in compliance with the CCR Section 15064.5. All construction activities would cease, and the County Coroner

would be contacted if any human remains are discovered, in accordance with 14 CCR Section 15064.5. If the coroner determines that the human remains are of Native American origin, the NAHC would be notified to determine the most likely descendent (MLD) for the area. The MLD would make recommendations for the arrangements for the human remains per Public Resources Code (PRC) Section 5097.98.

6. ENERGY

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during Project construction or operation?	☐	☐	☒	☐
b) Conflict or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Explanation of Checklist Answers

6a). Less than Significant Impact. Southern California Edison (SCE) provides electricity and natural gas to Camarillo. The only energy required for operation and maintenance of the roadway is that used for existing street lighting along a small segment of the roadway. During construction, construction vehicles, worker vehicles, and equipment (e.g., generators) would require the use of fuel (gasoline and diesel) and electricity to operate. Energy consumption during construction would be temporary and would not require an ongoing or permanent commitment of energy resources.

Equipment used during construction and construction would be compliant with CARB Standards. Compliance with CARB emission standards and state anti-idling regulations would minimize wasteful or inefficient energy consumption during construction. The Project would be constructed in compliance with applicable CARB regulations regarding retrofitting, repowering, or replacing diesel off-road construction equipment. In addition, the Project would be constructed in compliance with state regulations (California Code of Regulations [CCR] Title 13, Motor Vehicles, Section 2449(d)(3)) that limit the construction vehicle idling times to no more than five minutes.

The Project would not include the addition of lighting, and operation of the Project would not require long term energy input beyond that which is currently required. Therefore, the Project would result in a less than significant impact on energy resources.

6b). Less Than Significant Impact. The Project would not result in increased traffic, growth, or new uses of energy resources. As discussed in response (a) above, the Project would be constructed in compliance with CARB regulations and state regulations (California Code of Regulations [CCR] Title 13, Motor Vehicles, Section 2449(d)(3)). Use of energy sources during construction would be

temporary, and the Project would not conflict with or obstruct any state or local plans for renewable energy or energy efficiency. Therefore, the Project would result in less than significant impact on local plans for use of renewable energy or energy efficiency.

Cumulative Impacts

Current and continuing development contributes to cumulative impacts on energy. Increased development and population growth throughout Camarillo is expected to increase the demand for energy resources. The Project would include the replacement of an existing drain box culvert, lane extension, road widening, addition of a sidewalk, shoulders, and bike lane. As discussed above, implementation of the Project would not contribute to development in the Project vicinity. In addition, the Project would not include the construction of new homes and businesses. The design for Projects proposed in Camarillo would be reviewed by the City of Camarillo Building & Safety Department for consistency with applicable state and City laws and regulations for energy efficiency before final approval. Therefore, the Project would not induce growth to the area and would not require energy during operation. Therefore, the contribution of the Project to cumulative impacts on energy would not be considerable.

Avoidance, Minimization, and Mitigation

None required.

7. GEOLOGY AND SOILS

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal system where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

The following discussion incorporates the results of the Water Quality Report and the Paleontological Resources Assessment that were prepared for this Project (Stantec Consulting Services Inc, 2022b; GPA Consulting, 2024b).

Explanation of Checklist Answers

7a.i). **Less Than Significant Impact**. The Project area is located in the Transverse Ranges geomorphic province of Southern California and is within a seismically active region. Alquist-Priolo Earthquake Fault Zones are established by the state geologist to assist cities and counties in avoiding the hazard of surface fault rupture. According to the Alquist-Priolo Earthquake Fault Zone map, a small portion of the Project area is located within a fault hazard area. This map only identifies areas susceptible to the hazard of surface fault rupture and does not identify areas within earthquake hazards, such as subsidence or liquefaction (City of Camarillo, 2013b). In addition, according to the California Geologic Survey Fault Activity Map, the Project area is located within the Simi-Santa Rosa fault zone (California Department of Conservation, 2015). The Project would be designed to meet current seismic standards and would not increase exposure to existing hazards

in the Project area. Therefore, the Project would result in a less than impact related to a known earthquake fault.

7a.ii). **Less Than Significant Impact**. The risk of seismic ground shaking exists throughout California but may significantly increase in a seismic hazard zone. A seismic hazard zone is defined as an area where there is weak soil or rock that could amplify the ground waves of an earthquake and produce high-intensity ground shaking. The Project would be designed to meet current seismic standards and would not increase exposure to existing hazards in the Project area. Therefore, the Project would result in a less than significant impact related to strong seismic ground shaking.

7a.iii). **Less Than Significant Impact**. Seismic shaking can induce secondary seismic hazards such as ground failure, including liquefaction. According to the Safety Element of the General Plan, the Project area is located within an Official Seismic Hazard Zone for Liquefaction (City of Camarillo, 2013b). The City requires that the Project be certified as geotechnically suitable for its intended use and would be constructed according to all applicable building standards and recommendations from the Project geotechnical and soils reports. The Project would be designed to address the risk of liquefaction that occurs in the region. Therefore, the Project would result in a less than significant impact related seismic-related ground failure.

7a.iv). **No Impact**. The Project area and surrounding properties are relatively flat and there are no large geomorphic features that could pose a landslide threat within or near the Project area. According to the Safety Element of the General Plan, the Project area is not located in an area subject to earthquake induced landslide (City of Camarillo, 2013b). Therefore, the Project would result in no impact related to landslides.

7b). **Less Than Significant Impact With Mitigation Incorporated.** According to the NRCS Web Soils Survey conducted for the Project, there are three types of soils mapped in the Project area: Camarillo Loam (Cd) with 0 to 2 Percent Slopes, Mocho Loam (MoA) with 0 to 2 Percent Slopes, and Pacheco Silty Clay Loam (Pa) with 0 to 2 Percent Slopes (National Resources Conservation Service, 2021). The soil textures in the Project area have a moderate potential for erosion (Michigan State University, 2002).

Construction activities have the potential to result in minor erosion of soils. During construction, standard temporary erosion controls such as silt screens and fiber rolls would be implemented (see measure **BIO-3** in *Section 4. Biological Resources*).

The Project would include widening the roadway and adding a sidewalk over the bridge, which would result in an increase of impervious surfaces. The Project would result in an increase in impervious surfaces. An increase of impermeable surfaces could focus runoff to one area, resulting in the increased velocity of runoff and erosion in that area. However, the increase of impervious surface resulting from the Project would be spread out along the entire length of the Project area

and would not substantially affect runoff or erosion (GPA Consulting, 2024b). Therefore, the Project would result in a less than significant impact with mitigation incorporated on soil erosion or loss of topsoil.

7c). **Less Than Significant Impact**. As discussed in response (a.iv) above, the Project area and surrounding properties are relatively flat and there are no large geomorphic features that could pose a landslide threat in or near the Project area. According to the United States Geological Survey, groundwater pumping is the main cause of subsidence in California. The Project would not include the pumping of groundwater. However, the Project area is within an area with a history of ground subsidence (United States Geological Survey, n.d.). Additionally, according to the Liquefaction Susceptibility Map in the Safety Element of the General Plan, the Project area is within earthquake induced liquefaction zone. Liquefaction has the potential to cause the lateral spreading of soils on properties adjacent to creeks and drainages (City of Camarillo, 2013b). The Project would be designed to meet current seismic standards to address these existing hazards and would not increase exposure to existing hazards in the Project area. Therefore, the Project would result in a less than significant impact related to landslide, subsidence, liquefaction, and lateral spreading.

7d). Less Than Significant Impact. Expansive soils are subject to shrinking and swelling due to changes in moisture content over the seasons. These changes can cause damage or failure of foundations, utilities, and pavements. During periods of high moisture content, expansive soils under foundations can heave and result in structures lifting. In dry periods, the same soils can collapse and result in settlement of structures. According to the Natural Resources Conservation Service (NRCS) Web Soil Survey, soils in the Project area have a range of linear extensibility of 1.5 percent to 5.9, indicating a low shrink to moderate-swell potential (National Resources Conservation Service, 2021). Per local building ordinances requirements, techniques and procedures would be implemented to provide safe construction on expansive soils. Therefore, the Project would result in a less than significant impact related to expansive soils.

7e). **No Impact**. The Project would not include connecting to the city sewer system and would not require installation and/or use of septic tanks. Therefore, the Project would result in no impact related to the use of sewers or septic tanks.

7f). Less Than Significant Impact With Mitigation Incorporated. There are no unique geologic features in the Project area. A Paleontological Resources Assessment was prepared for the Project. Paleontological resources include fossils, which are the preserved remains or traces of animals, plants, and other organisms from prehistoric time (i.e., the period before written records). Fossils and traces of fossils are preserved in sedimentary rock units (formed by the deposition of material at the Earth's surface); and are more likely to be preserved subsurface, where they have not been damaged or destroyed by previous ground disturbance or natural causes, such as erosion by wind or water. The Paleontological Resources Assessment included an analysis of existing data,

including a records search from the Natural History Museum of Los Angeles County, review of the scientific literature, review of the University of California Museum of Paleontology's online collections database, and geological mapping. Three geologic formation units with potential to contain paleontological resources were identified to within the Project area: alluvial fan deposits, older alluvial deposits, and fan deposits, and Las Posas formation (see **Table 4**) (Stantec Consulting Services Inc, 2022b).

Table 4 Paleontological Potential of Geologic Units within the Project Area

Geologic Unit	Age	Occurrence within Project area	Paleontological Potential*
Alluvial fan deposits	Holocene	Surface	Low-to-high, increasing with depth
Older alluvial deposits	Pleistocene	Subsurface	High
Las Posas Formation	Pleistocene	Subsurface	High

As shown on **Table 4**, the Project area has low to high potential of containing paleontological resources. Within the Project area, excavation deeper than five feet below ground surface and below the depth of previously disturbed sediments is anticipated; this excavation would be limited for the construction of the box culvert and utility relocation. Excavations for rip-rap and concrete slurry removal and hardscape replacement would not likely impact paleontological resources because they would not require excavation to a depth where resources are expected (three to five feet). Operations and maintenance following construction are also not likely to impact paleontological resources. Measures **GEO-1** through **GEO-4,** which include the preparation of a Paleontological Mitigation Plan, would be implemented to mitigate impacts on paleontological resources. Therefore, the Project would result in a less than significant impact with mitigation incorporated related to unique paleontological resources or sites or unique geologic features.

Cumulative Impacts

Current and continuing development contributes to cumulative impacts on geology and soils. Increased impervious surfaces from nearby Projects could cumulatively increase erosion and runoff to the area. As discussed above, the Project would include widening the existing roadway and covering the area with impervious surfaces. An increase of impermeable surfaces could focus runoff to one area, resulting in the increased velocity of runoff and erosion to that area. However, the Project would improve existing drainage on both sides of the road to accommodate the expected increase of runoff. In addition, the City requires that all Projects be certified as geotechnically suitable for their intended use and constructed according to all applicable building standards and recommendations from the Project geotechnical and soils reports. In addition, the City would implement erosion control measures imposed via grading permit and building permit. Due to the

high potential for paleontological resources to be found in the Project area, paleontological spot checks would be conducted by a qualified paleontological monitor for initial ground disturbance between three and five feet. If any paleontological resources are identified, full-time monitoring would be implemented. If any paleontological resources are encountered during construction, all work would stop immediately while the paleontological monitor documents the findings. Measures **GEO-1** through **GEO-4** would be implemented to mitigation impacts on paleontological resources. Additionally, a Paleontological Mitigation Plan would be implemented to mitigate any impacts on paleontological resources. Therefore, the contribution of the Project to cumulative impacts on geology and soils would not be considerable.

Avoidance, Minimization, and Mitigation

To address impacts on paleontological resources, the following measures would be implemented:

GEO-1 A paleontologist meeting professional standards would be retained to oversee all aspects of paleontological mitigation, including the development of a Paleontological Evaluation Report (PER) and implementation of a Paleontological Mitigation Plan (PMP) tailored to Project plans that provides for paleontological monitoring of earthwork and ground disturbing activities into undisturbed geologic units with high paleontological potential to be conducted by a paleontological monitor meeting Caltrans standards.

GEO-2 The Principal Paleontologist would develop a Workers' Environmental Awareness Training that communicates requirements and procedures for the inadvertent discovery of paleontological resources during construction, to be delivered by the paleontological monitor to the construction crew prior to the onset of ground disturbance.

GEO-3 Paleontological spot checks would be conducted by a qualified paleontological monitor for initial ground disturbance between three feet and five feet in depth across the Project area. Should sediments with high paleontological potential be identified during spot checks, full time monitoring would be implemented. Full time paleontological monitoring would be implemented once excavations reach five feet in depth across the Project area. The Principal Paleontologist may reduce the frequency of monitoring or spot checks should subsurface conditions indicate low paleontological potential.

GEO-4 In the event that paleontological resources are encountered during construction activities, all work must stop in the immediate vicinity of the finds while the paleontological monitor documents the find. Should the find be significant, it would be collected and curated in an accredited repository along with all necessary associated data.

8. GREENHOUSE GAS EMISSIONS

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant effect on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Explanation of Checklist Answers

Background

Greenhouse gas (GHG) emissions refer to a group of emissions that are believed to affect global climate change conditions. The principal GHGs are carbon dioxide (CO_2), methane (CH_4), nitrous oxide, sulfur hexafluoride, perfluorocarbons, hydrofluorocarbons, and water vapor. CO_2 is the reference gas for climate change because it is the predominant GHG emitted. To account for the varying warming potential to different GHGs, GHG emissions are often quantified and reported as CO_2 equivalents (CO_2e).

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the Air Resources Board (ARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. As a central requirement of AB 32, the ARB was assigned the task of developing a Scoping Plan that outlines the state's strategy to achieve the 2020 GHG emissions limit.

The Scoping Plan, which was developed by the ARB in coordination with the Climate Action Team, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the state's dependence on oil, diversify the state's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and trade program covering 85 percent of the state's emissions. The Scoping Plan was approved by the ARB on December 11, 2008. According to the State's 2017 Climate Change Scoping Plan Update, California has made progress toward achieving the 2020 statewide target while also reducing criteria pollutants and toxic air

contaminants and supporting economic growth (California Air Resources Board, 2017). The ARB published a second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by AB 32 (California Air Resources Board, 2017b).

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

8a). Less Than Significant Impact. Ventura County is adjacent to the South Coast Air Quality Management District (SCAQMD) jurisdiction and is a part of the SCAG region. The SCAQMD has been evaluating GHG significance thresholds since April 2008. In December 2008, the SCAQMD adopted an interim 10,000 metric tons CO_2e ($MTCO_2e$) per year screening level threshold for stationary source/industrial Projects for which the SCAQMD is the Lead Agency. During construction, the City would comply with all laws applicable to the Project and certify that they are aware of and would comply with ARB emission reduction regulations and with all air pollution control rules, regulations, ordinances, and statutes. Common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

The Project would include the replacement of an existing drain box culvert, lane extension, road widening, addition of a sidewalk, shoulders, and bike lane. Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. During operation, the Project would not increase the vehicle capacity of both Las Posas Road and Ventura Boulevard; this type of Project generally causes no increase in operational GHG emissions. Because the Project would not increase the number of travel lanes on Las Posas Road and Ventura Boulevard, no increase in vehicle miles traveled (VMT) would occur as a result of Project implementation. The annual emissions would not exceed the draft 3,000 $MTCO_2e$ threshold for non-industrial Projects. Therefore, the Project would result in a less than significant impact on GHG emissions.

8b). Less Than Significant Impact. While the Project would result in GHG emissions during construction, the Project would not result in an increase of operational GHG emissions. The Project would not conflict with any policies from the current ARB Climate Change Scoping Plan Update or for regionally significant Projects, the SCAG 2024-2050 Regional Transportation Plan/ Sustainable Community Strategy (RTP/SCS), that are applicable to the Project. Therefore, the Project would result in a less than significant impact related to applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs.

Cumulative Impacts

Current and continuing development contributes to cumulative impacts related to GHG. Projects occurring simultaneously within Camarillo could have a cumulative impact on GHGs. However, the designs for each cumulative Project would be reviewed by the City's Building & Safety Department for consistency with applicable State and City laws and regulations for energy efficiency before final approval. As discussed above, construction of the Project would result in GHG emissions; however, the Project would comply with ARB emission reduction regulations and all air pollution control rules, regulations, ordinances, and statutes. Other Projects within the City would comply with the same regulations. Project operation would not increase the cumulative GHG emissions. Therefore, the contribution of the Project to cumulative impacts on GHG emissions would not be considerable.

Avoidance, Minimization, and Mitigation

None required.

9. HAZARDS AND HAZARDOUS MATERIALS

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the Project area?	☐	☐	☐	☒

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

The following discussion incorporates the result of the Initial Site Assessment that was prepared for this Project (Geocon West Inc., 2025).

Explanation of Checklist Answers

9a). Less than Significant Impact With Mitigation Incorporated. A hazardous material is any substance that may be explosive, flammable, poisonous, corrosive, radioactive, reactive, or any combination thereof, because of its quality, concentration, or characteristics. Hazardous materials may require special care in handling due to the hazards they pose to public health, safety, and the environment. Potential hazards associated with hazardous materials include fires, explosions, and leaks. Releases of hazardous materials can be damaging when they occur in highly populated areas or along transportation routes.

An Initial Site Assessment (ISA) was prepared for the Project. A site reconnaissance and database review were conducted to identify hazards and hazardous materials within the Project area (Geocon West Inc., 2025). Historical records indicated that the Project area has been a thoroughfare in the region since at least the early 1900s, which includes use during periods when lead was an ingredient in gasoline. Aerially deposited lead (ADL) is potentially present in exposed soil within the Project limits. Measure **HAZ-1** would be implemented to evaluate the potential presence of ADL in exposed surface soils within Project limits that would be disturbed during construction to assist in developing management and disposal options for soil containing potentially hazardous concentrations of lead.

Historical records also indicated that portions of the Project area were previously used for agriculture from at least 1927 to sometime between 1994 and 2002. Measure **HAZ-2** would be implemented to address soil disposal. There is the potential for asbestos containing materials (ACM) and lead-containing paint (LCP) to be present within or on the existing bridge structure. Measure **HAZ-3** would be implemented to determine ACM and LCP within the bridge (Geocon West Inc., 2025).

Yellow traffic striping and pavement markings applied before 2005 potentially contained lead chromate pigment. Given that there is no assurance that striping and markings applied before 2005

have been completely removed or worn away, traffic striping and pavement markings observed within the Project area have the potential to contain lead or chromium. Therefore, measure **HAZ-4** would be implemented to manage traffic striping and pavement marking waste (Geocon West Inc., 2025).

Pad-mounted transformers have the potential to contain fluid that contains PCBs. Removal of electrical equipment may generate hazardous waste. Utility owners maintain responsibility for transformers and other electrical equipment that may contain hazardous substances. As the owner, Southern California Edison maintains responsibility for the transformers. Evidence of a release was not observed in the vicinity of the electrical equipment during the site reconnaissance. However, if leaking transformers are identified during construction measure **HAZ-5** would be implemented (Geocon West Inc., 2025).

Any apparent contamination (i.e. soil staining, odor, buried debris, etc.) encountered within the construction excavations should be isolated and properly characterized for offsite disposal in accordance with **HAZ-6**. Any undocumented subsurface structures (i.e. underground storage tanks [USTs], septic systems, wells, etc.) and/or abandoned or damaged asbestos coated pipe should be properly removed in accordance with regulatory reporting/permitting requirements in accordance with **HAZ-7**. In addition, groundwater generated during any construction dewatering operations should be properly contained, treated where required, and discharged under applicable regulatory permitting requirements in accordance with **HAZ-8**.

Construction activities would involve the use of potentially hazardous materials including vehicle fuels, oil, and transmission fluids. However, all hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with standard practices and applicable regulations. No potentially hazardous materials would be used during Project operation (Geocon West Inc., 2025). With implementation of proposed measures, the Project would result in a less than significant impact with mitigation incorporated related to the routine transport, use, disposal, or accidental release of hazardous materials create.

9b). Less Than Significant Impact With Mitigation Incorporated. See discussion in response (a) above.

9c). No Impact. No schools are located within 0.25 mile of the Project. The closest school is Las Posas Elementary School is located approximately 0.8 mile north of the Project area. Therefore, the Project would result in no impact related to hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

9d). No Impact. According to the database review conducted for the ISA, two database listings were incorrectly identified at the intersection of Las Posas Road and Ventura Boulevard. Database records indicate that the facilities/incidences were over 0.25 mile from the Project area and therefore

unlikely to have been associated with or have caused a recognized environmental condition (REC) at the Project area. Eight properties within 1/8 mile of the Project area are listed on one or more non-release-related databases and therefore are unlikely to have caused an REC within the Project area. Five properties within 0.25 mile of the Project area are listed either on the Environmental Data Resources LLC Hist Auto database or one or more release-related databases. Two of these historical and active properties and/or facilities were located over 100 feet downgradient and/or over 400 feet cross-gradient of the Project area. Therefore, if a release had occurred, it is unlikely to have caused an REC at the Project area because contaminant transport would likely be away from, and not toward, the Project area (Geocon West Inc., 2025). Therefore, the Project would result in no impact related to being located on a hazardous waste site.

9e). No Impact. The Project area is adjacent to the Camarillo Airport and the southwest portion of the Project area is located designated as Commercial in the Airport Comprehensive Land Use Plan (City of Camarillo, 2013b). The Project would not result in any changes to the designated use of the roadway and would not include the construction of new vertical structures. The Project would remain consistent with the Adopted Land Use Compatibility Standards in the Safety Zones of the Airport Comprehensive Land Use Plan and with the Height Restriction Zones for the Camarillo Airport, which states structures over 200 feet require notification to the Federal Aviation Administration (Ventura County, 2000). Project operation would not generate noise at levels beyond those that exist in the surrounding area. Therefore, the Project would result in no impact related to safety or noise within an airport land use planning area.

9f). Less Than Significant Impact. According to the Safety Element of the General Plan, evacuation routes in Camarillo depend on the event and need for evacuation (City of Camarillo, 2013b). The Project area is not within any of the evacuation routes listed in the General Plan. In addition, during construction it is anticipated that Las Posas Road and Ventura Boulevard would remain open to through traffic to maintain continuous access for local residents and businesses. During the construction period, additional speed limit signs would be included with a reduced speed limit of 30 miles per hour. A detour route would not be required. Partial closure of the roadways would potentially delay emergency response times; however, this would be temporary and full access would be restored following Project completion. Therefore, the Project would result in a less than significant impact on adopted emergency response plans or emergency evacuation plans.

9g). No Impact. According to the Safety Element of the General Plan, the Project area is in a flat area and is not located in a fire hazard zone. Therefore, the Project would result in no impact related to wildland fires.

Cumulative Impacts

Current and continuing development contributes to cumulative impacts on hazards and hazardous materials. The potential presence of hazardous substances associated with other related Projects

would require evaluation on a case-by-case basis in conjunction with the development proposal for each of those properties. Construction of the Project, in combination with Projects occurring simultaneously in Camarillo, has the potential to increase the risks associated with the use and potential accidental release of hazardous materials through the Camarillo. As discussed above, during construction all hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with standard practices, applicable regulations, and measures **HAZ-1** through **HAZ-8.** No potentially hazardous materials would be used during Project operation. Therefore, the contribution of the Project to cumulative impacts on hazards and hazardous materials would not be considerable.

Avoidance, Minimization, and Mitigation

To address impacts related to hazards and hazardous waste, the following measures would be implemented:

HAZ-1 An ADL survey would be conducted to evaluate the potential presence of ADL in exposed surface soils within Project limits that would be disturbed during construction to assist in developing management and disposal options for soil containing potentially hazardous concentrations of lead.

HAZ-2 Any excess soil generated from construction excavations would be properly characterized for potential contaminants of concern (including metals and pesticides) prior to offsite reuse or disposal.

HAZ-3 An ACM and LCP survey of the bridge structure would be constructed prior to the demolition work in accordance with SCAQMD permitting requirements. If present, removal and disposal of ACM and LCP would be performed prior to the start of the demolition/renovation.

HAZ-4 Traffic striping and pavement marking waste generated by this Project would be managed during construction. All striping paints would be treated as lead-containing for purposes of determining the applicability of the Cal/OSHA lead standard during removal activities. Used sandblasting materials or ground asphalt waste streams containing striping paint would be properly containerized and characterized to develop a waste profile prior to disposal.

HAZ-5 If leaking transformers are identified during construction, the utility owner would be contacted to test for PCBs or other hazardous substances, service, replace and/or relocate the equipment.

HAZ-6 Any apparent contamination (i.e. soil staining, odor, buried debris, etc.) encountered within the construction excavations should be isolated and properly characterized for offsite disposal.

HAZ-7 Any undocumented subsurface structures (i.e. USTs, septic systems, wells, etc.) and/or abandoned or damaged asbestos coated pipe should be properly removed in accordance with regulatory reporting/permitting requirements.

HAZ-8 Groundwater generated during any construction dewatering operations should be properly contained, treated where required, and discharged under applicable regulatory permitting requirements.

10. HYDROLOGY AND WATER QUALITY

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the Project may impede sustainable groundwater management of the basin?	☐	☒	☐	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner, which would:	☐	☒	☐	☐
i) result in substantial erosion or siltation on- or offsite?	☐	☒	☐	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	☐	☒	☐	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial sources of polluted runoff?	☐	☒	☐	☐
(iv) impede or redirect flood flows?	☐	☒	☐	☐

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to Project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☒	☐	☐

The following discussion incorporates the results of the Water Quality Report that was prepared for this Project (GPA Consulting, 2024b).

Explanation of Checklist Answers

a) **Less Than Significant Impact With Mitigation Incorporated.** Ventura County is located within the Calleguas Creek Watershed, which covers approximately 343 square miles and is about 30 miles long by 14 miles wide. The watershed is made up of Calleguas Creek and its major tributaries, including Revolon Slough, Conejo Creek, Arroyo Las Posas, Arroyo Conejo, Arroyo Santa Rosa, and Arroyo Simi drain. All of these tributaries drain an area of 343 square miles in southern Ventura County, and a small portion of western Los Angeles County. The northern boundary of the watershed is formed by the Santa Susana Mountains, South Mountain, and Oak Ridge; the southern boundary is formed by the Simi Hills and Santa Monica Mountain. The receiving water body within the Project area is the Camarillo Hills Drain, which is a tributary of the Revolon Slough. (California Waterboards, 2022) (GPA Consulting, 2024b). Stormwater runoff generally flows to the south towards West Ventura Boulevard and into the Camarillo Hills Drain (NV5 West, Inc., 2015).

Camarillo is within the Calleguas Creek Watershed Management area, and the Project area is located in the Pleasant Valley Groundwater Basin. The principal water-bearing materials in the Pleasant Valley Basin include alluvial sands and Pleistocene and Holocene age gravels of the San Pedro Formation. The areas of hydrological concern are in the southern portion of the city, and do not include the Project area (GPA Consulting, 2024b).

The Camarillo Hills Drain runs north to south through the project area and is surrounded by a chain link fence. The drain is concrete-lined and does not support any vegetation as it runs diagonally under Las Posas Road. Camarillo Hills Drain receives urban runoff and then connects to Beardsley Wash which flows south for approximately 0.36 mile and joins Revolon Slough south of Sturgis Road. Revolon Slough flows for approximately 5.50 miles and then connects with Calleguas Creek just south of Revolon Slough and Calleguas Creek Road. Calleguas Creek flows for approximately two miles before flowing into the Pacific Ocean. At the time of the June 2021 survey Camarillo Hills Drain was mostly dry; however, during the May 2022 survey, approximately four to six inches of

water were observed.

Within the Calleguas Creek Watershed, the primary source of natural streamflow comes from runoff that has been produced by precipitation in the upland areas surrounding the basin. The natural streamflow in the major streams in the basin is intermittent to ephemeral (U.S. Geological Survey, 2003).

The receiving water body within the project area is the Camarillo Hills Drain. Camarillo Hills Drain receives urban runoff and then connects to Beardsley Wash which flows south for approximately 0.36 mile and joins Revolon Slough south of Sturgis Road. Revolon Slough flows for approximately 5.50 miles and then connects with Calleguas Creek just south of Revolon Slough and Calleguas Creek Road. Calleguas Creek flows for approximately two miles before flowing into the Pacific Ocean.

Groundwater recharge in the Calleguas Basin is fed by streamflow which is primarily generated through precipitation (U.S. Geological Survey, 2003). According to the Geotechnical Report prepared for the Project, groundwater was encountered in all borings at depths ranging from 10 to 15 feet below the surface (NV5 West, Inc., 2015). Groundwater levels are anticipated to vary with time depending upon the seasonal precipitation and other factors (GPA Consulting, 2024b).

During construction, the existing box culvert would be replaced with a cast-in-place reinforced concrete box culvert on the existing alignment. Removal of the existing concrete/rebar and soil from the existing drain could result in increased turbidity in the channel. Construction equipment could also result in additional disturbed soils and minor fuel and oil spills. These potential impacts would be temporary and would not result in a permanent change in water quality within the channel. With implementation of measures **BIO-1** through **BIO-12**, substantial soil erosion or the release of pollutants within the drainage area is not anticipated. The project would not result in impacts on water temperature or cause oxygen depletion within the drain during construction or operation

Project activities would include the use of equipment such as an excavator, backhoe, crane, and a concrete truck. Excavation, grading, back-filling, and other ground-disturbing activities would have the potential to affect water quality within the drainage channel. There is potential for trash, oil, excavated soils, solvents, and other materials to wash into the drainage as a result of construction. However, impacts on the physical/chemical characteristics of the aquatic environment would be short-term and temporary. With implementation of proposed measures **BIO-1** through **BIO-12** and **BIO-31** through **BIO-33**, impacts from sediments and potential pollutants would be minimized (GPA Consulting, 2024b).

It is anticipated that the culvert replacement phase of the Project would be constructed during the dry season (approximately April through October) when water flow is minimal. A water diversion would be required in the drainage and flows would be channelized into a temporary flexible plastic

pipe that would be routed through the construction area. Water flows would be unimpeded and would be released downstream of the Project area. The water diversion would be installed within the limits of the graded area of the channel and it would not result in any additional direct impacts on the drainage. Measures **BIO-1** through **BIO-12** and **BIO-31** through **BIO-33** would be implemented to reduce the potential for impacts on water quality. Following construction of the Project, all construction equipment and water diversion systems would be removed from the Project area (GPA Consulting, 2024b).

The Project would require the removal of vegetation within the median on Las Posas Road. Removal of existing vegetation within the median would not expose slopes or increase the risk of erosion in the Project. Removal of aquatic vegetation in the drainage channel would be within the limits of the graded area of the channel and it would not result in any additional direct impacts on the drainage. Therefore, removal of vegetation during construction of the Project would not result in impacts on water quality (GPA Consulting, 2024b).

The dirt sidewalls would be temporarily exposed during box culvert replacement and would be supported to prevent caving of the soil. Once the box culvert is replaced, 18 inches of structural backfill would be placed between the dirt sidewalls and the concrete box culvert sidewalls. The soil that is excavated from the bottom and sides of the channel would be temporarily stockpiled on site; measures **BIO-1** through **BIO-12** would be implemented to prevent soils from entering the drainage. Once the box culverts are placed, approximately one foot of soil would be placed on top of the box culverts. The remainder of the dirt would be hauled away for off-site disposal (GPA Consulting, 2024b). The project would result in temporary impacts of 0.07 acre on wetlands under the jurisdiction of the USACE and RWQCB, and temporary impacts of 0.44 acre on non-wetland waters under the jurisdiction of USACE and RWQCB, and temporary impacts of 0.58 acre on CDFW jurisdiction associated with removing concrete and soil from the channel sidewalls and bottom (see **Table 2**).

The project would permanently change the design of the existing roadway and sidewalk over the replaced culvert drain, which would result in permanent impacts of 0.03 acre on wetlands under the jurisdiction of USACE and RWQCB, and 0.05 acre under CDFW jurisdiction. The drainage pattern in the channel would not substantially change because the final configuration of the project is nearly identical to existing conditions.

During operation and maintenance of the project, the new culvert drain would convey stormwater and runoff in a similar manner to the old drain. Maintenance activities would remain similar to those required for the existing drain. Therefore, no adverse impacts on water quality are anticipated to result from the operation of the project.

Measures **BIO-1** through **BIO-12** and **BIO-31** through **BIO-33** (see *Section 4 Biological Resources*) would be implemented during construction to prevent contaminants from entering the drainages, and the project is not expected to result in substantial water quality impacts on surface waters. The project is not anticipated to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality with implementation of measures mentioned previously. Therefore, the project would result in a less than significant impact with mitigation incorporated on water quality standards or waste discharge requirements.

10b). Less Than Significant Impact With Mitigation Incorporated. The Project area is within the Pleasant Valley Groundwater Basin. The Pleasant Valley Groundwater Basin is bounded by the Camarillo and Las Posas Hills to the north, Santa Monica Mountains to the south, Arroyo Santa Rosa to the east, and Oxnard Subbasin of Santa Clara River Groundwater Basin to the west (California Department of Water Resources, 2006).

The maximum depth of excavation is 20 feet and would take place within the vicinity of the existing precast RCB and crossing utilities and would match back to the existing ground away from RCB. Excavation of existing concrete and landscaped medians would also be required. According to the Geotechnical Report prepared for the Project, groundwater was encountered in all borings at depths ranging from 10 to 15 feet below the surface (NV5 West, Inc., 2015). Groundwater levels are anticipated to vary with time depending upon the seasonal precipitation and other factors. Project construction would take place in the dry season when the water table is lower. If groundwater was encountered, measure **BIO-9** would be implemented to prevent groundwater from escaping the watershed. Therefore, the Project would not affect groundwater quality.

The additional impervious surface could contribute to the increasing the velocity and amount of stormwater that is delivered into the culvert. However, the increase of impervious surface would be spread out along the entire length of the Project area and would not substantially affect runoff. In addition, the new culvert drain would convey stormwater and runoff in a similar manner as the old drain. Therefore, the stormwater runoff is not anticipated to increase risks of erosion (GPA Consulting, 2024b). In addition, impacts from increased impervious surface area would be very minor and have negligible impacts on groundwater recharge rates of Pleasant Valley Groundwater Basin. Therefore, the Project would result in less than significant impacts with mitigation incorporated on groundwater recharge.

10c.i – iv.). Less Than Significant Impact With Mitigation Incorporated. See discussion in response (a) above.

10d). No Impact. The Federal Emergency Management Agency (FEMA) has developed Flood Insurance Rate Maps (FIRM) that identify areas that may be affected by 100-year and 500-year floods. According to FEMA Map Number 06111C0929F, the drain is within an area designated as Zone AE, which is an area that is subject to inundation by the 1-percent-annual-chance flood (i.e.,

the 100-year flood) with base flood elevations determined (FEMA, 2015); therefore, the drain is within a 100-year flood zone. The remaining portion of the Project area is within shaded Zone X, which is a 0.2-percent annual chance flood area, an area of 1-percent annual chance flood with average depth of less than one foot, or an area with drainage areas of less than one square mile (GPA Consulting, 2024b). According to the Ventura County General Plan Hazards Appendix, the Project area is in an area subject to potential inundation by dam failure (Ventura County, 2015). The Project area is located on an existing roadway. In addition, the Project would not increase capacity; thus, Project operation would not result in an increase of pollutant generation. Therefore, the Project would not increase pollutant release in event of a flood.

A tsunami is a series of traveling ocean waves of extremely long length generated primarily by vertical movement on a fault (earthquake) occurring along the ocean floor. The Project area is not within a tsunami inundation zone (California Department of Conservation, 2009). In addition, the Project area is not near a large inland body of water that could generate a seiche during seismic ground shaking.

The existing hydrology would not be substantially altered, and runoff would not be substantially increased. Therefore, the Project would result in no impact related to flood hazard, tsunami, or seiche zones.

10e). Less Than Significant Impact With Mitigation Incorporated. Soils in the Project area have a moderate susceptibility to erosion. Implementation of measures **BIO-1** through **BIO-12** would be implemented to minimize erosion during construction. Therefore, the Project would result in a less than significant impact with mitigation incorporated on water quality control or sustainable groundwater management plans.

Cumulative Impacts

The Calleguas Creek Watershed is the cumulative setting for the Project. There is potential for cumulative impacts on water quality resulting from the Project or other relevant and foreseeable Projects. During construction, erosion and releases of dust/soil, construction debris, materials, oil, fuel, and other petroleum products into the drainage could contribute to cumulative water quality impacts in the Calleguas Creek Watershed. However, with implementation of measures **BIO-1** through **BIO-12** and **BIO-31** through **BIO-33**, and adherence to regulatory permits, Project impacts would be substantially minimized. Future Projects in the cumulative setting would be expected to implement similar measures. In addition, potential impacts during construction would be temporary. The Project would result in an increase in impervious surfaces. However, the increase would be spread out along the entire length of the Project area and would not substantially affect runoff. Therefore, the contribution of the Project to cumulative impacts on hydrology and water quality would not be considerable.

Avoidance, Minimization, and Mitigation

See avoidance, minimization, and mitigation measures **BIO-1** through **BIO-12** and **BIO-31** through **BIO-33** in *Section 4. Biological Resources*.

11. LAND USE AND PLANNING

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Explanation of Checklist Answers

11a). No Impact. The Project area is within the City's existing ROW and the proposed TCEs are along the intersection of Ventura Boulevard and Las Posas Road. The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within the existing community or between a community and outlying areas. The Project would include the replacement of an existing drain box culvert, lane extension, road widening, addition of a sidewalk, shoulders, and bike lane, all of which are existing or new additions to the roadway; therefore, they would not create a new division. The Project would support pedestrian connectivity in the city. Therefore, the Project would result in no impact related to physically dividing an established community.

11b). Less Than Significant Impact. The General Plan Land Use Element contains policies and regulations applicable to the Project (City of Camarillo, 2004). The Project would be consistent with the land use and zoning designation of the Project area. In addition, the Project is consistent with the goals adopted by the General Plan Circulation and Safety Element (see **Table 5**).

Table 5 Project Consistency with Applicable General Plan Policies Related to Land Use and Planning

General Plan Policy Number	Policy	Project Consistency Evaluation
Circulation Element		
Policy 2.1.1	Streets shall be designed to provide for efficient circulation movement and safety through the proper use of	*Consistent.* The Project would support the safety through the replacement of the box culvert and addition of a sidewalk. The

General Plan Policy Number	Policy	Project Consistency Evaluation
	controlled access points such as those on arterial roadways.	Project would not affect circulation.
Policy 2.1.2	Streetscapes shall be improved to enhance access, lighting, safety, and the overall experience for pedestrians, bicyclists, transit users, and vehicles.	*Consistent.* The Project would support the safety through the replacement of the box culvert and addition of a sidewalk. The addition of a sidewalk and bike lane would enhance access in the Project area.
Policy 5.1.2	The City shall support pedestrian and bicycle connectivity by providing a network of streets with landscaping and amenities for transit, bicycles, pedestrians, and people with disabilities.	*Consistent.* The Project would support pedestrian connectivity by adding a sidewalk, bike lane, and replacing any landscaping removed during construction.

The Project is listed in the 2021 Federal Transportation Improvement Program, which is prepared to implement Projects and programs listed in the 2024-2050 RTP/SCP. The Project would be developed in compliance with state and federal requirements (Southern California Association of Governments, 2024). Construction and operation of the Project would be consistent with the goals of the 2024-2050 RTP/SCP adopted for the purpose of avoiding or mitigating cause an environmental effect. Specifically, the Project would meet Goal 01, "Prioritize repair, maintenance and preservation of the SCAG region's existing transportation assets, following a "Fix-It-First" principle", and Goal 03, "Pursue the development of complete Streets that comprise a safe, multimodal network with flexible use of public rights-of-way for people of all ages and abilities using a variety of modes." Therefore, the Project would result in a less than significant impact on land use plans, policies, and regulations.

Cumulative Impacts

Current and continuing development contributes to cumulative impacts on land use and planning. Cumulative Projects would be subject to individual review for conformance to current land use policies and standards. In addition, each Project would be subject to independent environmental review. It is expected that most cumulative Projects would have no impact or less than significant impact with respect to land use and planning. As described above, the Project would not result in a significant environmental impact related to conflicts with an existing land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. In addition, the Project would not divide an established community. Therefore, the contribution of the Project to cumulative impacts on land use and planning would not be considerable.

Avoidance, Minimization, and Mitigation

None required.

12. MINERAL RESOURCES

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Explanation of Checklist Answers

12a). No Impact. According to the Generalized Mineral Land Classification Map of Southern Ventura County (1993) published by the CDOC, Camarillo does not contain any significant aggregate mineral deposits. The CDOC is unable to evaluate mineral resource significance for the Camarillo Hills from available data; however, there are no areas located within the boundaries of Camarillo that are designated as mineral resources recovery areas in the General Plan, a City specific plan, or any other land use plan applicable to Camarillo.

Areas of Camarillo have been used for the recovery of oil resources. There are three oil fields located within the boundaries of the Camarillo. Oil and gas leases may exist within these oil fields. The General Plan states that the Camarillo area contains mineral resources that could be extracted, such as sand and gravel. However, no extraction activities are currently taking place except for rock quarry near Conejo Mountain, which is located approximately three miles east of the Project area. No mineral extraction activities have been conducted within the Project area and no sites within the city have been designated as locally important mineral resource recovery sites. Therefore, the Project would result in no impact on any known mineral resource of value or a locally important mineral resource.

12b). No Impact. See discussion in response (a) above.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on mineral resources. No sites within Camarillo have been designated as locally important mineral resource recovery sites. As described above, the Project would not directly or indirectly result in the loss or availability of

important mineral resources at the Project area or in the general vicinity. Therefore, the contribution of the Project to cumulative impacts on mineral resources would not be considerable.

Avoidance, Minimization, and Mitigation

None required.

13. NOISE

Would the Project result in:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
c) For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the Project area to excessive noise levels?	☐	☐	☒	☐

Explanation of Checklist Answers

13a). Less Than Significant With Mitigation Incorporated. The City has adopted a noise ordinance (Section 10.34 of the Camarillo Municipal Code), which identifies noise standards for designated noise zone land uses, variances for noise sources, noise restrictions, and exemptions (see **Table 6**) (City of Camarillo, 2020). Construction would be conducted in compliance with the City's noise ordinance for properties zoned as commercial and industrial.

Table 6 Designated Ambient Exterior Noise Levels within Designated Noise Zones

Noise Zone	Designated Noise Zone Land Use	Time Interval	Ambient Exterior Noise Level (dBA)
I	Commercial/office properties	7:00 a.m. to 9:00 p.m.	65

		9:00 p.m. to 7:00 a.m.	55
IV	Industrial properties	7:00 a.m. to 9:00 p.m.	65
		9:00 p.m. to 7:00 a.m.	55

Source: (City of Camarillo, 2020)

Note: Noise Zones II and III are not relevant to the Project; therefore, they were excluded from the document.

The Project area is adjacent to the Camarillo Airport and the western portion of the Project area is within the Extended Traffic Pattern Zone designated in the Airport Comprehensive Land Use Plan (City of Camarillo, 2013b).

The areas adjacent to the Project area are designated as General Commercial to the east, Quasi-Public/Utility and Industrial to the west, and General Commercial to the north and south. The nearest sensitive receptors residential homes located 1,700 feet northeast of the Project area, north of US-101. Existing noise in the area is generated by nearby industrial and commercial land uses, local airport activity, and vehicle traffic within and surrounding the Project area (including truck traffic).

During construction, noise from various construction activities and equipment may intermittently dominate the noise environment in the immediate area. Construction equipment can generate intermittent noise levels ranging from 77 to 85 dBA L_{max} at a distance of 50 feet (see **Table 7**). At this same distance, average hourly equipment noise levels range from approximately 73 to 82 dBA L_{eq} (equivalent noise level). Since the nearest sensitive receptor is 1,700 feet northeast of the Project area, it is unlikely construction noise would exceed standards set in **Table 6**.

Table 7 Typical Construction Equipment Noise Levels

Construction Equipment	Noise Level (dBA at 50 feet)	
	L_{max}	L_{eq}
Bulldozers	82	78
Concrete Pump Truck	81	74
Dump Trucks	77	73
Backhoe	78	74
Pneumatic Tools	85	82
Front End Loader	79	75
Roller	80	73
Compressors	78	74
Paver	77	74
Excavators	81	77
Grader	85	81
Scrapers	84	80

Source: (Federal Transit Administration, 2018)

Noise would be produced from various construction activities and equipment may intermittently dominate the noise environment in the immediate area. Noise would occur during construction

and cease following construction completion. Measures **NOI-1** would be implemented to minimize noise impacts during Project construction. During operation, the Project would not result in any increase in noise levels since the Project consists of replacing an existing drain box culvert. Therefore, the Project would result in a less than significant impact with mitigation incorporated on noise levels.

13b). Less Than Significant Impact With Mitigation Incorporated. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., train operations, motor vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby, creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. Groundborne vibration is measured as peak particle velocity (PPV) in inches per second. The general human response to different levels of groundborne vibration velocity levels is described below in **Table 8** while groundborne vibration levels that could induce potential damage to buildings are identified in **Table 9**. Examples of typical construction equipment related to roadway Projects and their associated vibration levels are identified in **Table 10**.

Table 8 Human Response to Levels of Groundborne Vibration

Human Response	Maximum PPV in Inches per Second	
	Transient Sources	Continuous/Frequent Intermittent Sources
Barely Perceptible	0.035	0.01
Distinctly Perceptible	0.24	0.04
Strongly Perceptible	0.9	0.1
Severe	2	0.4

Source: (California Department of Transportation, 2013)

Table 9 Groundborne Vibration Damage Potential Criteria

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

Source: (California Department of Transportation, 2013)

Table 10 Construction Equipment-Related Groundborne Vibration

Equipment	PPV at 1,700 feet (inches per second)
Vibratory roller	0.002
Large bulldozer	0.001
Loaded trucks	0.001
Jackhammer	0.000
Small bulldozer	0.000
Crack-and-seat operations	0.023

Source: (California Department of Transportation, 2013)

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

The nearest existing residential dwellings are located approximately 1,700 feet from the Project area. According to **Table 8**, groundborne vibration at 1,700 feet would range from 0.000 ppv to 0.023. Based on the thresholds presented in **Table 9** and **Table 10** the groundborne vibration would be barely perceptible. Following Project completion, groundborne vibration levels would return to existing conditions. Therefore, the Project would result in a less than significant impact with mitigation incorporated related to groundborne vibration.

13c). Less Than Significant Impact. The Project area is adjacent to the Camarillo Airport and the western portion of the Project area is within the Extended Traffic Pattern Zone designated in the Airport Comprehensive Land Use Plan (City of Camarillo, 2013b). The Project would not include the construction of residences or workplaces that would expose sensitive receptors to excessive noise levels. Therefore, the Project would result in a less than significant impact related to exposure of excessive noise within an airport land use plan.

Cumulative Impacts

Current and continuing development contributes to cumulative impacts related to noise. Construction of multiple Projects occurring simultaneous within the Project vicinity could have a cumulative impact related to increased noise levels. The Project would only result in noise production during the construction period. The Project would be constructed in accordance with City regulations. Following Project construction, noise levels would return to existing levels and there would be no new noise sources in the Project area during Project operation. However, given the small size and scale of the Project within the region, with implementation of **NOI-1**, construction of the Project would have a minimal contribution to cumulative impacts on noise and vibration. Therefore, the contribution of the Project to cumulative impacts on noise would not be considerable.

Avoidance, Minimization, and Mitigation

To address impacts related to noise, the following measures would be implemented:

NOI-1 All equipment would have sound-control devices no less effective than those provided on the original equipment. Each internal combustion engine used for any purpose on the job or related to the job would be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine would be operated on the construction site without an appropriate muffler. Additionally, construction methods or equipment that would provide the lowest level of noise impact would be used and idling equipment would be turned off.

14. POPULATION AND HOUSING

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Explanation of Checklist Answers

14a). **No Impact**. The Project would include the replacement of an existing drain box culvert, lane extension, road widening, addition of a sidewalk, shoulders, and a bike lane along. No new residential uses are proposed as part of the Project and the infrastructure improvements would not increase the capacity along Las Posas Road and Ventura Boulevard. Therefore, the Project would result in no impact on population growth.

14b). **No Impact**. The Project would not result in the demolition of any existing residential units or the displacement of any residents. Therefore, the Project would result in no impact on housing in the area.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on population and housing. Increased development of houses and business throughout the Camarillo would potentially increase population. The Project would include the replacement of an existing drain box culvert, lane extension, road widening, addition of a sidewalk, shoulders, and bike lane. As described above, implementation of the Project would not contribute to development in the Project vicinity. In addition, the Project would not include the construction of new homes or businesses. The Project would have no impact related to population and housing. Therefore, the Project would not contribute to cumulative impacts on population and housing.

Avoidance, Minimization, and Mitigation

None required.

15. PUBLIC SERVICES

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a-i) Fire protection	☐	☐	☒	☐
a-ii) Police protection	☐	☐	☒	☐
a-iii) Schools	☐	☐	☐	☒
a-iv) Parks	☐	☐	☐	☒
a-v) Other public facilities	☐	☐	☐	☒

Explanation of Checklist Answers

15a-i). Less Than Significant Impact. Camarillo is served by three fire stations. The closest fire station to the Project area is Station No. 50, located approximately 0.24 mile south of the Project area at 189 South Las Posas Road. This fire station serves the Camarillo Airport, the western portion of Camarillo, and unincorporated portions of Ventura County on the Oxnard Plain. According to the Safety Element of the General Plan, the average emergency response times within Camarillo are anticipated to be five minutes or less (City of Camarillo, 2004).

The Project would not result in an increase in population and would not increase the capacity of traffic along Las Posas Road and Ventura Boulevard. Therefore, the Project would not be expected to increase the demand for fire protection services and would not require the development of new of physically altered fire protection facilities that would cause significant environmental impacts. Construction of the Project could temporarily impact service times due to partial road closure. However, impacts would be temporary, and continuous access would be maintained to minimize traffic delays. Therefore, the Project would result in a less than significant impact on fire protection.

15a-ii). Less Than Significant Impact. Camarillo is served by the Camarillo Police Station located approximately four miles northeast of the Project area at 3701 East Las Posas Road. The Project would not result in an increase in population and would not increase the capacity of traffic along Las Posas Road and Ventura Boulevard. Construction of the Project could temporarily impact services due to partial road closure. However, the impacts would be temporary and continuous

access would be maintained to minimize traffic delays. Therefore, the Project would result in a less than significant impact on police protection.

15a-iii). No Impact. The City provides public education to residents by the Pleasant Valley School District (PVSD) for grades K-8 and the Oxnard Union High School District (OUHSD) for grades 9-12. In addition, there are several public charter and private schools operating within the city. The closest school to the Project is Las Posas Elementary School 0.8 mile north of the Project area. The Project would not include residential development or an increase in population; therefore, it would not increase the potential number of students within the service area of the PVSD and OUHSD. There are no schools within 0.25 mile of the Project area. In addition, the Project would maintain continuous access to minimize traffic delays. Therefore, the Project would result in no impact on schools.

15a-iv). No Impact. The closest park is Mel Vincent Park located approximately one mile northwest of the Project area. The Project would not include residential development and would not increase the potential number of residents within the service area of the Pleasant Valley Recreation and Park District (PVRPD). In addition, the Project would not increase the need for recreational facilities. Therefore, the Project would result in no impact on parks.

15a-v). No Impact. The Project would not include residential development and would not increase the potential number of residents within Camarillo that could result in an increase demand for other public services such as public libraries. Construction of the Project could temporarily impact public facilities due to partial road closure. However, the impacts would be temporary and continuous access would be maintained to minimize traffic delays. Therefore, the Project would result in no impact on other public facilities.

Cumulative Impacts

Current and continuing development contributes to cumulative impacts on public services. Increased development of houses and business throughout the Camarillo would potentially increase population and the need for public services. Any Project within Camarillo would be subject to the City reviews and fee obligations, which would generally reduce potential cumulative public services impacts to a less than significant level. The Project would include the replacement of an existing drain box culvert, lane extension, road widening, addition of a sidewalk, shoulders, and bike lane. As described above, implementation of the Project would not contribute to development in the Project vicinity. In addition, the Project would not include the construction of new homes and businesses. The Project would not induce population growth resulting in inadequate public services. Therefore, the contribution of the Project to cumulative impacts on public services would not be considerable.

Avoidance, Minimization, and Mitigation

None required.

16. RECREATION

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

Explanation of Checklist Answers

16a). No Impact. The PVRPD provides and maintains Camarillo's parks and recreation facilities. The closest park is Mel Vincent Park located approximately one mile northwest of the Project area. The Project is not expected to cause major delays in traffic that would affect any recreation center within the vicinity. The Project would not include residential development. Therefore, development of the Project would not increase the potential number of residents within Camarillo that would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. In addition, the Project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, the Project would result in no impact on regional parks, neighborhood parks, or the construction of recreation facilities.

16b). No Impact. See discussion in response (a) above.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on recreation. Increased development of houses and business throughout Camarillo would potentially increase population and the need for recreation. The Project would include the replacement of an existing drain box culvert, lane extension, road widening, addition of a sidewalk, shoulders, and bike lane. As discussed above, implementation of the Project would not contribute to development in the Project

vicinity. In addition, the Project would not include the construction of new homes and businesses. The proposed Project would have no impact on public recreation or recreational facilities. Therefore, the Project would not contribute to cumulative impacts on recreation.

Avoidance, Minimization, and Mitigation

None required.

17. TRANSPORTATION

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b) Would the Project conflict or be inconsistent with CEQA section 15064.3, subdivision (b)?	☐	☐	☐	☒
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

Explanation of Checklist Answers

17a). No Impact. The Project is consistent with the City's goals to improve safety and movement within the transportation corridor. More specifically, the City's General Plan Circulation Element Goal 2 states "Promote a well-balanced, connected, economically feasible, and sustainable multimodal transportation system that provides for safe and efficient movement on well-maintained roads while meeting the needs of Camarillo residents, businesses, employees, visitors, special needs populations, and the elderly" (City of Camarillo, 2014). The Project would include the replacement of an existing drain box culvert, lane extension, road widening, addition of a sidewalk, shoulders, and bike lane. These improvements would support safe and efficient movement along Las Posas Road and Ventura Boulevard. Therefore, the Project would result in no impact on program plans, ordinances, or policies addressing the circulation system.

17b). No Impact. The Project would not increase capacity of the roadway. Therefore, the Project would result in no impact related to CEQA Guidelines section 15064.3, subdivision (b).

17c). No Impact. The Project would include the replacement of an existing drain box culvert, lane extension, road widening, addition of a sidewalk, shoulders, and bike lane. The Project would be designed to meet current safety and geometric standards. Therefore, the Project would result in no impact related to geometric hazards.

17d). Less Than Significant Impact. According to the Safety Element of the General Plan, evacuation routes in Camarillo depend on the event and need for evacuation (City of Camarillo, 2013b). The Project area is not within any of the evacuation routes listed in the General Plan. In addition, during construction it is anticipated that Las Posas Road and Ventura Boulevard would remain open to through traffic to maintain continuous access for local residents and businesses. During the construction period, additional speed limit signs would be included with a reduced speed limit of 30 miles per hour. A detour route would not be required. Partial closure of the roadways would potentially delay emergency response times; however, this would be temporary and full access would be restored following Project completion. Therefore, the Project would result in a less than significant impact on emergency access.

Cumulative Impacts

Current and continuing development contributes to cumulative impacts on transportation. Projects within the city that induce an increase road capacity or traffic delays could have a cumulative impact if they were to occur simultaneously. As described above, the Project would be consistent with applicable local plans and policies. With continuous access throughout construction there is not an expected significant automobile delay. The Project would not increase capacity of the existing roadway. Therefore, the contribution of the Project to cumulative impacts on transportation would not be considerable.

Avoidance, Minimization, and Mitigation

None required.

18. TRIBAL CULTURAL RESOURCES

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).	☐	☒	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

The following discussion incorporates the results of the Archaeological Survey Report and the Historical Resources Technical Memorandum that was prepared for this Project (Stantec Consulting Services Inc, 2025) (GPA Consulting, 2023c).

Explanation of Checklist Answers

18a). Less than Significant Impact with Mitigation Incorporated. In 2014, Assembly Bill 52 (AB 52) added the term "tribal cultural resources" to CEQA. Defined in PRC Section 21074(a), a tribal cultural resource is a CRHR or local register eligible site, feature, place, cultural landscape, or object which has a cultural value to a California Native American tribe. Tribal cultural resources must also meet the definition of a historical resource.

A Historical Resources Technical Memorandum was prepared for this Project to determine if potential historical resources are present within the Project area. The BERD was consulted, which includes resources reviewed for eligibility to the NRHP and the California Historical Landmarks program. According to the BERD consultation there are no historical properties found within or immediately adjacent to the Project. Additionally, a records search was conducted at the SCCIC on August 25, 2021, to identify if there are any previously recorded cultural resources within a 0.5 mile radius of the Project area. The records search indicated one resource within the 0.5 mile radius located at the "Simmins/Reiman Scholle Farm"; however, the resource is not located within the Project area. Additionally, there are no buildings within the Project area that are greater than 45 years of age or appear to be potential historical resources as defined by CEQA (GPA Consulting, 2023c). No NRHP, or other local, state, or federally listed or recognized properties have been identified in the APE.

The City conducted AB 52 consultation with the Native American tribes culturally and geographically affiliated with the region. Consultation and outreach were conducted to solicit information or concerns regarding the Project with respect to the undertaking's potential to adversely affect tribal cultural resources and historic properties. Initial outreach was done via a letter that included a brief Project description and figures showing the Project location and APE. A total of 10 Native American groups were contacted by the City for consultation under AB 52. To date, no tribes have requested consultation pursuant to AB 52.

The SCCIC records search found that six previous investigations overlap the APE and account for approximately 70 percent prior survey coverage of the APE. There are no previously recorded archaeological resources within the APE or 0.5-mile radius. The results of the NAHC SLF search were negative for tribal cultural resources (Stantec Consulting Services Inc, 2025). Due to the nature of previous ground disturbances within the APE, there remains a low potential to adversely affect unknown, potentially intact buried archaeological deposits that might be eligible for CRHR listing. With the implementation of the measure **CUL-2,** the Project would result in a less than significant impact with mitigation incorporated on historical and tribal resources.

18b). Less than Significant Impact with Mitigation Incorporated. See discussion in response 18a) above.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on tribal cultural resources. As described above, the Project would not cause a significant environmental impact on tribal cultural resources and historical resources due to ground disturbance being limited to the Project area where there are no known tribal cultural resources. Therefore, the contribution of the Project to cumulative impacts on tribal cultural resources would not be considerable.

Avoidance, Minimization, and Mitigation

See measures in *Section 5 Cultural Resources*.

19. UTILITIES AND SERVICE SYSTEMS

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's Projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Explanation of Checklist Answers

19a). **Less Than Significant Impact.** Utility relocations would include an 18-inch force main sewer and an 8-inch gas line above grade at the west end of the reinforced concrete box culvert. Other existing utilities within the Project area would be protected in place. Utility relocations would not increase the demand for water, wastewater, electric power, or natural gas facilities. In addition. utility relocations would be consistent with General Plan policies and would not impact the environment. Therefore, the Project would result in a less than significant impact on utilities.

19b). **Less Than Significant Impact**. Construction would require a small amount of water for dust control, which would be provided by water trucks. The City has sufficient water supplies available to serve the Project's water needs during construction (City of Camarillo, 2020). Project operation would not require potable or reclaimed water or new water connections and would therefore not impact existing water supplies. Therefore, the Project would result in a less than significant impact on water supplies.

19c). **No Impact**. The Project would not require the construction of any wastewater treatment facilities. Operation of the proposed Project would not induce population growth or generate wastewater that would require treatment at the wastewater treatment plant. Therefore, the Project would result in no impact on wastewater treatment capacity.

19d-e). **Less Than Significant Impact**. The City of Camarillo has an Exclusive Agreement with E.J. Harrison & Sons for regular day-to-day solid waste collection service. Solid waste from the Project would be collected by E.J. Harrison & Sons and disposed of at one or more of the following landfills and transfer stations:

- Chiquita Canyon Sanitary Landfill
- Simi Valley Landfill & Recycling Center
- Toland Road Landfill
- Gold Coast Recycling and Transfer Station Construction and demolition debris would be trucked to the appropriate solid waste facility.

Chiquita Canyon Sanitary Landfill has a remaining capacity of 60,408,00 cubic yards (CalRecycle, 2018a). Simi Valley Landfill & Recycling Center has a remaining capacity of 82,954,873 cubic yards (CalRecycle, 2019). Toland Road Landfill has a remaining capacity of 16,068,864 cubic yards (CalRecycle, 2018) Gold Coast Recycling and Transfer Station has an unknown remaining capacity, but allows for 440 ton of solid waste to be disposed of per day (CalRecycle, n.d.).

All solid-waste-generating activities within Camarillo are subject to the requirements set for in California AB 939 (California Integrated Waste Management Act), which requires each city and county to divert 50 percent of its solid waste from landfill disposal through source reduction,

recycling, and composting. As of 2019, Camarillo's diversion rate was approximately 67 percent which exceeded the 50 percent requirement of AB 939.

Senate Bill 1016 (The Solid Waste Disposal Measurement Act) was implemented to provide a simplified measure of a jurisdiction's performance in accordance with AB 939 by moving to a per capita disposal rate. As of 2020, the City's per capita disposal rate was 4.70 pounds per day which exceeded the target of 7.70 pounds per day (CalRecycle, 2018).

Camarillo currently uses Gold Coast Regional Recycling and Transfer Station to divert recyclable materials from the waste stream. Gold Coast Regional Recycling and Transfer Station processes over 90,000 tons of recyclable materials each year (Gold Coast Recycling and Transfer Station, n.d.). Waste generated by the construction of the Project would include existing asphalt pavement, RCB, vegetation, curb and gutter concrete, sidewalk concrete, utility lines, and any unusable cut material. Construction of the Project would generate approximately 6,000 cubic yards of solid waste. Aforementioned waste facilities have adequate capacity to accept the solid waste that would be temporarily generated by construction. Solid waste produced by construction of the Project would be temporary and would take place over approximately 20 months, and would occur in four phases. In addition, Camarillo currently exceeds the requirements of AB 939 and Senate Bill 1016; therefore, Project construction would have a negligible impact on solid waste reduction goals.

Project construction would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. In addition, the Project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. No solid waste would be generated during Project operation. Accordingly, the Project would not cause a permanent increase in solid waste generation. Therefore, the Project would result in a less than significant impact on solid waste management, regulations, generation, and local infrastructure capacity.

Cumulative Impacts

Current and continuing development contributes to cumulative impacts on utilities and service systems. Development of cumulative Projects throughout Camarillo would increase the demand for utilities and service systems. However, the existing utilities that serve Camarillo have adequate capacity to accommodate growth within the city. The Project would include the replacement of an existing drain box culvert, lane extension, road widening, addition of a sidewalk, shoulders, and bike lane. As described above, the Project would not result in induced growth and demand for utilities. Therefore, the contribution of the Project to cumulative impacts on utilities and service systems would not be considerable.

Avoidance, Minimization, and Mitigation

None required.

20. WILDFIRE

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

Explanation of Checklist Answers

20a). Less Than Significant Impact. According to the Safety Element of the General Plan, evacuation routes in Camarillo depend on the event and need for evacuation (City of Camarillo, 2013b). The Project area is not within any of the evacuation routes listed in the General Plan. In addition, during construction it is anticipated that Las Posas Road and Ventura Boulevard would remain open to through traffic to maintain continuous access for local residents and businesses. During the construction period, additional speed limit signs would be included with a reduced speed limit of 30 miles per hour. A detour route would not be required. Partial closure of the

roadways would potentially delay emergency response times; however, this would be temporary and full access would be restored following Project completion. Therefore, the Project would result in a less than significant impact on adopted emergency response plans or emergency evacuation plans.

20b). No Impact. According to General Plan the Project area is located in an area with a low potential for wildland fires and is not within a fire hazard zone as designated by the Safety Element of the General Plan (City of Camarillo, 2004). The Project would not exacerbate wildfire risks that would expose people to pollutant concentrations from wildfire or uncontrolled spread of wildfire. Therefore, the Project would result in no impact related to wildfire pollutant exposure.

20c). No Impact. The Project would not require the installation or maintenance of any associated infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment. All construction equipment required for the Project would be used in accordance with standard practices to prevent risk or spread of fire and would not exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, the Project would result in no impact related to exacerbating fire risks.

20d). No Impact. The Project area is in a relatively flat portion of the Oxnard Plain and is not located within an area known for landslides or debris flows. The Project area is not within a fire hazard zone or a flood zone. The Project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, the Project would result in no impacts related to post-fire exposure to flooding or landslides.

Cumulative Impacts

Current and continuing development contributes to cumulative impacts related to wildfire. All Projects would be required to adhere to federal, state, and local regulations for including the California Building Standards Code – Chapters 7 and 7A, California Fire Code – Chapter 47, the Ventura County community Wildfire Protection Plan. As described above, the Project, construction of the Project could temporarily impact traffic due to partial road closure. However, the impacts would be temporary and continuous access would be maintained to minimize traffic delays. The Project area is located in an area with a low potential for wildland fires and is not within a fire hazard zone designated by the Safety Element of the General Plan. Therefore, the contribution of the Project to cumulative impacts on wildfire would not be considerable.

Avoidance, Minimization, and Mitigation

None required.

21. MANDATORY FINDING OF SIGNIFICANCE

Would the Project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporated	Less than Significant Impact	No Impact
a) Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a Project are considerable when viewed in connection with the effects of past Projects, the effects of other current Projects, and the effects of probable future Projects)?	☐	☒	☐	☐
c) Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Explanation of Checklist Answers

21a). Less Than Significant Impact With Mitigation Incorporated. As described in *Section 4 Biological Resources*, implementation of measures **BIO-1** through **BIO-33** would be implemented to address impacts on biological resources. *Section.5 Cultural Resources* describes measures **CUL-1** and **CUL-2** which would address impacts on cultural and tribal resources. Therefore, the Project would

result in less than significant impact with mitigation incorporated on the quality of the environment, fish or wildlife species habitat, fish or wildlife population, plant or animal communities, number or restricting the range of a rare or endangered plant or animal, or important examples of the major periods of California history or prehistory.

21b). Less Than Significant Impact With Mitigation Incorporated. According to 14 CCR § 15355, "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The cumulative impact from several Projects is the change in the environment which results from the incremental impact when added to other closely related past, present, and reasonably foreseeable future Projects. **Table 11** provides a summary of Projects within two miles of the Project area, which is used in the cumulative impact analysis. The Project would not result in any significant impacts with the implementation of measures mentioned in *Section 3 Air Quality*, *Section 4 Biological Resources*, *Section 5 Cultural Resources*, *Section 7 Geology and Soils, Section 9 Hazards and Hazardous Materials, and Section 13 Noise*. Implementation of those measures would reduce impacts to a less than significant level. Therefore, with implementation of measures **AQ-1, BIO-1** through **BIO-33, CUL-1** and **CUL-2, GEO-1** through **GEO-4, HAZ-1** through **HAZ-8,** and **NOI-1**, the Project's contribution to cumulative impacts would be less than cumulatively considerable. The remaining environmental issue areas would have less than significant impacts and the impacts would be less than cumulatively considerable. Because the Project's impacts would be less than significant, the Project would not contribute considerably to cumulative impacts. Therefore, the Project would result in a less than significant impact with mitigation incorporated on cumulative impacts.

Table 11 Projects Within Two Miles

Project Name	Project Limits	Project Description	Project Location in Relation to Project Area	Status
Pleasant Valley Road Bike Lanes Project (ST-5006)	Pleasant Valley Road between Las Posas Road to the west and 5th Street	Widening the existing roadway to accommodate 12-foot travel lanes, and 5-foot bike lanes in each direction. In addition, the Project would include a transition (e.g., a right-hand turn lane pocket) within the existing roadway at the intersection of Pleasant Valley Road and Las Posas Road	The Pleasant Valley Road Project is located 0.72 mile south of the Project area.	Project design is underway
CH-09-01 City Hall Council Chambers Remodel	City Hall, 601 Carmen Dr #6034, Camarillo, CA 93010	Upgrade the City Hall Council Chambers to meet current demands including upgrading ADA access and audiovisual components.	The City Hall Council Chambers Remodel Project is located 1.16 miles northeast of the Project area.	Concept Design is complete and is currently in final design. Construction is expected to begin 2022/2023.
SS-10-03 Daily Drive/101 Freeway Sewer Improvements	Daily Drive between Calle La Roda and Rosewood Avenue and under US-101 freeway	Construct 1,800 feet of 18-inch sewer pipeline along Daily Drive between Calle La Roda and Rosewood Avenue, additional 1,000 feet of 24-inch sewer Pipeline under the US-101 Freeway, and 113 feet of	The Daily Drive/101 Freeway Sewer Improvements Project is located 0.6 mile northeast of the Project area.	The first phase to construct the portion south of the 101 freeway is complete. Consultant selection for the design of Phase 2 on Daily Drive and under the freeway is underway.

		28-inch HDPE encased in a 42-inch steel casing		
CP-5095 Dizdar Park Renovation and Expansion	Dizdar Park	Construct site access, parking, landscape, hardscape, and lighting improvements on the existing park and former fire station properties. Includes demolition of the former fire station building and former Chamber of Commerce building.	The Dizdar Park Renovation and Expansion Project is located two miles east of the Project area.	Project design is underway.
ST-14-05 Metrolink Undercrossing	Metrolink Train Station, 30 South Lewis Rd, Camarillo, CA 93010	Construct pedestrian tunnel to improve access between the two parking lots and improve train operations by utilizing both platforms.	The Metrolink Undercrossing Project is located two miles east of the Project area.	The Project is in the design phase. Construction is expected to begin and end 2023/2024 to 2024/2025.
SS-5037 Pleasant Valley Road Sewer Force Main	On Pleasant Valley Road from Las Posas Road to the Wastewater Treatment Plant	Investigating alternatives on replacing the existing approximately 4-mile-long sewer force main.	The Pleasant Valley Road Sewer Force Main Project is within the Project area.	The Project is in the preliminary design phase.
SS-13-04 Pump Station No. 3 Rehabilitation	North side of Pleasant Valley Road approximately 500 feet east of the Las Posas Road intersection.	Replace pumps as existing pumps are old and replacement parts are no longer available.	The Pump Station No. 3 Rehabilitation Project is within the Project area.	In construction. Anticipated to end in Summer 2022.
SS-5106 Pump Station No. 4 Rehabilitation	Pleasant Valley Road and Southfield Road	Rehabilitation of sanitary pump station including pumps, piping, and electrical	The SS-5106 Pump Station No. 4 Rehabilitation Project is within the Project area.	The Project is in the design phase. Construction is expected to begin 2021/2022.

		equipment.		
CH-5067 Standby Power – City and Camarillo Sanitary District (CSD) Facilities	Various	Install new hybrid microgrid combining solar, storage, and diesel generation to offset utility costs and provide standby power in case of an emergency or power loss at City and CSD facilities.	The Standby Power – City and CSD Facilities Project is located 1.13 miles north of the Project area.	Preliminary design of the hybrid microgrid and final.
ST-5058 US-101 Improvements Early Action Project	The entire portion of the US-101 within the Camarillo.	Coordinate with Ventura County Transportation Commission's (VCTC) US-101 Improvements Project to investigate possible early action Projects in Camarillo that can help reduce congestion on the freeway.	The US-101 Improvements Early Action Project is located 0.80 mile north of the Project area.	VCTC's consultant is preparing engineering studies for review by City staff and Project stakeholders which are required to develop the environmental documents. VCTC anticipates the Draft Environmental Document to be available for review early 2022.

Source: (City of Camarillo, 2021)

21c). Less Than Significant with Mitigation Incorporated. The IS analysis shows that the Project would not have environmental effects causing substantial adverse effects on human beings, directly or indirectly. Impacts associated with air quality, biological resources, cultural resources, and noise would all be reduced to a less than significant level with implementation of measures **AQ-1, BIO-1** through **BIO-33, CUL-1** and **CUL-2, GEO-1** through **GEO-4, HAZ-1** through **HAZ-9,** and **NOI-1**. Therefore, the Project would result in a less than significant impact with mitigation incorporated related to environmental effects.

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