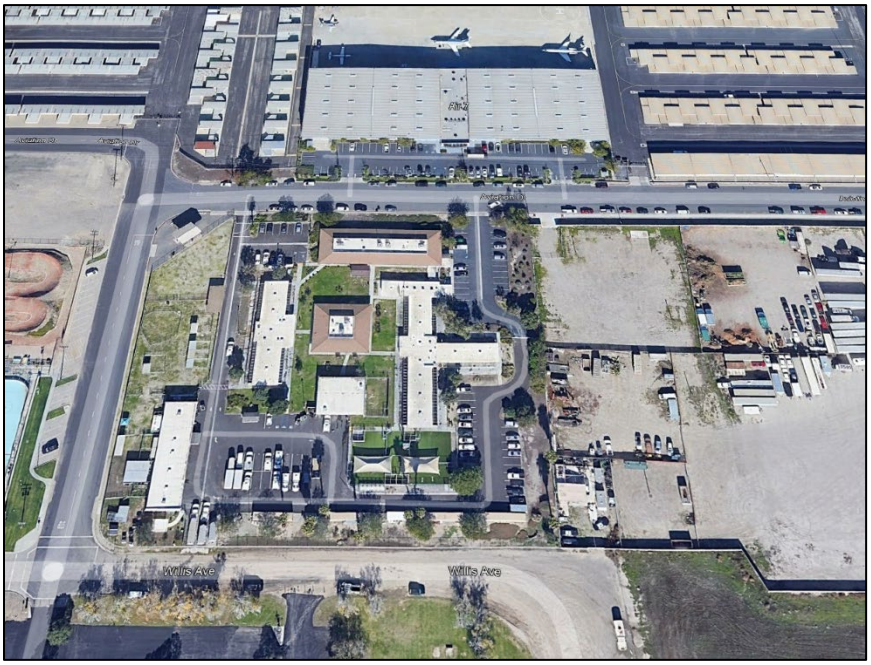
PUBLIC REVIEW DRAFT
MITIGATED NEGATIVE DECLARATION

VENTURA COUNTY ANIMAL SHELTER PROJECT



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DRAFT MITIGATED NEGATIVE DECLARATION FOR THE VENTURA COUNTY ANIMAL SHELTER PROJECT

PROJECT DESCRIPTION

Existing Facilities. The existing Animal Shelter facility was constructed in 1984 and consists of the following buildings/facilities: the Administration Building, the Clinic Building, the West Kennel Building (which houses dogs), the Central Kennel Building (which includes cat housing and dog housing), the Barn, and the Intake Building. Additionally, there is an outdoor dog play area (Puppy Playground) and a pavilion outside of the existing Clinic Building. Four parking areas are provided, at each of the corners of the Animal Shelter site. The northeast parking area is for staff, the southeast parking area is for staff and fleet vehicles, and the northwest and southwest parking areas are currently utilized by the public. The project proposes to extend the Animal Shelter site eastward by approximately 2.14 acres into the adjacent disturbed and mostly vacant lot.

Project Characteristics. The proposed Ventura County Animal Shelter Project (project or proposed project) would be constructed in phases to allow the existing facility to remain fully operational throughout construction while minimizing disruptions to ongoing shelter operations. Phase 1 would include construction of an Adoption Building and a new Kennel Building, and the demolition of the existing Central Kennel Building. The new Adoption Building would be constructed southeast of the existing Clinic Building, and the new Kennel Building would be constructed east of the proposed Adoption Building. Phase 1 would also include installation of new underground utilities and utility stubs to accommodate future development, construction of new public and staff parking areas in the northeastern corner of the site and along the eastern site boundary, a new loop driveway, seven biofiltration basins, and associated landscaping improvements. The West Kennel Building, existing Clinic Building, Intake Building, Barn, Puppy Playground, and the northwest staff parking area would remain in place, and would continue operation through construction of Phase 1. Construction of Phase 1 would proceed in phases to maintain ongoing animal shelter operations and minimize disruptions to the existing facility. Phase 1 would begin with the construction of the southern half of the proposed Adoption Building and the new Kennel Building. Then the Central Kennel Building would be demolished, and the northern portion of the Adoption Building would be constructed.

The work on the remaining buildings, including the renovation of the Administration Building and construction of the new Clinic Building, is proposed to be accomplished in future phases. The proposed project has been broken into phases due to funding limitations, with Phase 1 construction proposed for initiation summer of 2028, and the future phase to be implemented at the time funding becomes available.

Phase 1 project components include (see Figure 3 of the Initial Study):

- The Central Kennel Building (cat housing and the central dog kennels), the northeastern and southeastern parking lots and adjacent concrete walkways would be demolished or removed. Trucks, trailers, equipment, refuse bins and other materials stored in the expansion area to the east and fences would be removed. A concrete pad and associated structures in the southwestern corner of the expansion area would be demolished and removed.

- A new Adoption Building would be constructed at about the same location as the existing central dog kennels. The new building would be approximately 19,700 square feet in area, with the northern portion providing a public entrance and lobby, customer service reception, cat suites, cat kennels for adoption, adoption holding for rabbits, other small mammals and reptiles, animal care offices, adoption counseling rooms, volunteer resource room, and a multi-purpose room. The southern portion of the Adoption Building would provide dog kennels, primarily for intake (stray dogs, quarantine, behavior-hold). The new Adoption Building would provide 82 dog kennels, 76 cat cages and 38 rabbit cages. The maximum height of the new Adoption Building would be 25 feet, 1 inch.
- A new Kennel Building, approximately 5,867 square feet in area, would be constructed east of the proposed Adoption Building for holding adoption dogs. The Kennel Building would accommodate approximately 70 dogs and would have a maximum building height of approximately 22 feet, 1 inch.
- A new 65 space public/staff parking lot would be provided in the northeastern portion of the expanded Animal Shelter site. In addition, a new driveway from Aviation Drive would be provided, with a public entrance and drop-off area. A new 14 space staff parking lot would be provided along the eastern boundary of the expanded Animal Shelter site. A new loop driveway would be provided to connect the two new parking lots to the existing southwestern staff parking lot. The existing northwestern (13 spaces) and southwestern (27 spaces) staff parking lots would remain in place. The southwestern parking lot would be improved with new striping for trailer parking and planters.
- Four areas located near the southern site boundary and three areas in the northeastern portion of the site (including a bio-retention area along Aviation Drive) totaling 6,578 square feet would be provided for detention and bio-filtration of stormwater run-off.
- A new electrical transformer and 1,200 kilowatt standby emergency generator would be installed south of the Central Kennel Building.
- Existing storm drains, potable water pipelines, electrical lines, natural gas pipelines and sewer lines on the property would be relocated and replaced as needed, including a new point of connection to the existing sewer line west of the existing Clinic Building within the project site.
- The estimated water demand for Phase 1 operations of the Animal Shelter project would increase from about 4.71 to approximately 6.25 acre-feet per year, an increase in 1.54 acre-feet per year primarily to accommodate the needs of additional animals.
- Additional landscaping would be provided, primarily west of the new Adoption Building, and within and around the new northeastern parking lot.

Future phase project components include (see Figure 4 of the Initial Study):

- The interior walls and roof structure of the Administration Building would be removed. The Administration Building would be renovated without any increase in area or substantial change in height. The interior walls would be removed, and offices, conference rooms, field officer work stations, field storage and restrooms would be constructed. The maximum height of the Administration Building would be 20.5 feet.
- The Clinic Building would be demolished and replaced by a new 7,826 square foot building located west of the new Adoption Building. The new Clinic Building would provide space for surgery, surgery preparation, dog recovery, cat recovery, intensive care for cats and dogs, treatment areas, isolation areas and foster cat and dog holding areas, and exam rooms for public access to veterinary care. The existing Clinic Building would be demolished and converted into dog yards.
- Additional landscaping would be provided, primarily consisting of synthetic turf in fenced dog yards.
- The estimated water demand of the future phase operations of the Animal Shelter project would increase from about 6.25 to 6.70 acre-feet per year, primarily to accommodate the needs of additional animals.
- Increase in staffing of approximately 14 full-time equivalent positions, including Phase 1.

Operation. Changes in current operations would include new service offerings for public facing veterinary medical services, additional use of the multi-purpose room for hosting community events, training sessions, and space rental. The existing office hours (9 a.m. to 6 p.m.) would not change, but adoption hours may be extended from 6 to 7 or 8 p.m. Operation of the proposed Adoption Building and new Kennel Building is anticipated to begin in 2030.

The proposed project would provide additional animal holding capacity but would not affect field operations including the capture of stray pets, aggressive animals or roadkill and transportation to the Animal Shelter.

Construction. Construction would be primarily limited to normal working hours between the hours of 7 a.m. and 4 p.m., Monday through Friday, with occasional work on Saturday. The southern portion of the Adoption Building and the new Kennel Building would be built, and upon completion, the Central Kennel Building would be demolished. After demolition, the northern portion of the Adoption Building would be constructed.

During construction of the future phase, the renovation of the Administration Building and construction of the new Clinic Building may be phased (not conducted simultaneously) to maintain functionality during the construction period. The Phase 1 construction period would be about 24 months in duration, and the initiation and duration of future phase demolition and construction is unknown, but is likely to require about 24 months from initiation.

PROJECT LOCATION

The Animal Shelter site comprises an approximately 6.7 acre leased area within the Camarillo Airport on APN 230-0-030-245, including the existing Camarillo Animal Shelter and the proposed expansion area to the east. More specifically, the site is located at 600 Aviation Drive, east of Convair Street The project site is located within the City of Camarillo, and zoned as M-1 (light manufacturing), with an airport land use designation.

PROJECT PROPONENT AND LEAD AGENCY

County of Ventura
800 S. Victoria Avenue
Ventura, CA 93009

Contact: Devi Nallamala (805/658-4354)

PROPOSED FINDINGS

The County of Ventura has prepared this Mitigated Negative Declaration (MND) pursuant to Sections 15070-15075 of the State Guidelines for the Implementation of the California Environmental Quality Act (CEQA) and the County of Ventura Administrative Supplement to the State CEQA Guidelines. This Mitigated Negative Declaration documents the County of Ventura's finding that there are no significantly adverse unavoidable impacts associated with the proposed project, and the project does not require the preparation of an Environmental Impact Report (EIR). The attached Initial Study identifies and discusses potential impacts, mitigation measures and residual impacts for identified subject areas.

PUBLIC COMMENTS

In compliance with Section 15073 of the State Guidelines for the Implementation of the California Environmental Quality Act, the County will accept written comments on the adequacy of the information contained in the Draft MND. Please make sure that written comments reach the County office by 5:00 p.m. on December 23, 2026, the close of the public review period. As a result of this project, potentially significant, but mitigable effects on the environment are anticipated in the areas of air quality, biological resources, liquefaction, archeological resources and hazardous materials. After the close of the public comment period, the County will make appropriate changes to the document pursuant to the comments received and will release a Final MND.

Due to the non-complex nature of this project, a separate environmental hearing will not be held. However, public testimony will be accepted at the MND approval hearing before the Board of Supervisors. For information regarding scheduling of this hearing, please contact Ms. Devi Nallamala at 805/658-4354, or email at devi.nallamala@venturacounty.gov .

MITIGATION MEASURES

The following mitigation measures have been integrated into the proposed project and would reduce impacts to a level of less than significant.

Air Quality

Air pollutant emissions reduction measures recommended by the Ventura County Air Pollution Control District (VCAPCD) Air Quality Assessment Guidelines (revised 2003) have been incorporated into Phase 1 and the future phase of the project including:

- The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.
- Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities.
- All trucks shall be required to cover their loads as required by California Vehicle Code §23114.
- All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.
- Graded and/or excavated inactive areas of the construction site shall be monitored at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until plant growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.
- Signs shall be posted on-site limiting traffic to 15 miles per hour or less.
- During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on site activities and operations from being a nuisance or hazard, either off site or on site. The site superintendent/supervisor shall use his/her discretion in conjunction with the APCD in determining when winds are excessive.
- Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.

- Personnel involved in grading operations, including contractors and subcontractors, shall be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.
- Material stockpiles shall be enclosed, covered, stabilized, or otherwise treated as needed to prevent blowing fugitive dust off site.
- All project construction and site preparation operations shall be conducted in compliance with all applicable VCAPCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive Dust) and Rule 10 (Permits Required).
- Off-road construction equipment shall utilize engines certified to the Federal Emissions Standard Category of Tier 3 or Tier 4, if available.
- Signs displaying the VCAPCD complaint line telephone number (805/303-1400 during business hours; 805/303-2797 after hours) shall be posted in a prominent location visible to the public.

- The above emission reduction measures would reduce fugitive dust impacts to a less than significant level.

Biological Resources

Ventura County shall conduct all vegetation removal, grading and construction activities (affected activities, defined as any activity using heavy equipment or heavy-duty trucks) for both Phase 1 and the future phase in such a way as to avoid nesting migratory birds. This can be accomplished by implementing one of the following options:

1. Timing of construction: Prohibit affected activities during the migratory bird breeding season February 15 through August 15, in which case the following measure is not required; or
2. Survey and avoidance of occupied nests: Conduct a breeding bird survey prior to any affected activities conducted during the breeding season (February 15 through August 15). The breeding bird survey shall be conducted no more than 3 days prior to the initiation of affected activities. The breeding bird survey shall include the work area and habitat areas within 300 feet of the work area. A nest buffer area (area between construction work and the nest site) shall be identified for any active nests. Construction work within the nest buffer area shall be avoided until the nest is abandoned or juvenile birds have become independent of the nest.

Implementation of the above measures would minimize project-related disturbance of active bird nests, which would reduce impacts to migratory birds to a level of less than significant.

Archaeological Resources

The following mitigation measures are consistent with the guidelines of the State Office of Historic Preservation and the NAHC and shall be incorporated into both Phase 1 and the future phase of the project to prevent significant impacts, should resources be found during excavation.

- Should any buried archeological materials be uncovered during project activities, such activities shall cease within 100 feet of the find. Prehistoric archeological indicators include obsidian and chert flakes, chipped stone tools, bedrock outcrops and boulders with mortar cups, ground stone implements, locally darkened midden soils containing previously listed items plus fragments of bone and fire affected stones. Historic period site indicators may include fragments of glass, ceramic and metal objects, milled and split timber, building foundations, privy pits, wells and dumps, and old trails. All earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until the County has been notified and an archeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume.
- If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and deposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission.

Implementation of these measures would minimize potential adverse effects to discovered cultural resources and human remains, which would reduce archaeological resources impacts to a level of less than significant.

Liquefaction

The following recommendations from the Geotechnical Engineering Report shall be implemented for both Phase 1 and the future phase to avoid liquefaction-related impacts:

- Uncertified fill within the building areas should be removed. If the uncertified fill removal does not exceed 2.5 feet below the bottom foundations or 4 feet below existing grade, soils should be over-excavated to the deeper of such depths to a distance of 5 feet beyond the edges of the building's perimeter foundations, where possible. The exposed surfaces of over-excavations should be scarified to a depth of 6 inches, moisture conditioned to above optimum moisture, and compacted.
- Areas outside the building footprints to receive paving or slabs-on-grade should be over-excavated to the deeper depth of 1 foot below the existing ground surface, or 1 foot below finish subgrade. The exposed surface should be scarified to a depth of 6 inches, brought to above optimum moisture, and compacted.
- Removed soils may be replaced in approximately 8-inch-thick lifts, moisture conditioned to above optimum moisture, and compacted. This process should be repeated until finished grade is reached.
- If pumping soils or otherwise unstable soils are encountered, stabilization of the excavation bottoms will be required prior to placing fill. This can be accomplished by drying the soils, working thin lifts of 1-1/2-inch rock (minimum size) float rock into the excavation bottom until stabilization is achieved, or by lime or cement treatment of the soils. Geotextiles may be used as an alternative.

Implementation of the above measures would reduce impacts related to liquefaction to a level of less than significant.

Hazardous Materials

The following measures shall be implemented prior to proposed renovation and demolition activities associated with both Phase 1 and the future phase:

- An asbestos-containing materials survey shall be conducted at all buildings to be renovated or demolished. Affected areas shall be visually inspected to identify and categorize suspect materials to be impacted by the project. Representative bulk samples of suspect materials shall be collected and analyzed by a qualified laboratory using EPA Method 600/R-93/116.
- All asbestos-containing materials identified during the survey and laboratory analysis shall be removed from buildings to be renovated or demolished prior to demolition by a licensed asbestos abatement contractor accredited through the Asbestos Hazard Emergency Response program, according to APCD Rule 62.7.
- Recovered asbestos-containing materials shall be transported to a disposal site authorized to accept asbestos, such as the Azusa Land Reclamation Management Facility (if asbestos is determined to be friable).
- Soil samples shall be taken in areas to be excavated, and tested for historic hydrocarbons, pesticides, asbestos, lead and other potential contaminants associated with past operation of the Oxnard Air Force Base, other past airport operations and storage of vehicles and equipment in the expansion area. Soils with contaminant concentrations exceeding soil screening levels established by the California Department of Toxic Substances Control and Office of Environmental Health Hazard Assessment shall be removed from the site prior to excavation and transported to an authorized disposal site.

Implementation of these measures would reduce hazardous material impacts to a level of less than significant.

MITIGATION MONITORING AND REPORTING

Section 15074(d) of the State Guidelines for the Implementation of the California Environmental Quality Act and Section 21081.6 of the Public Resources Code requires the lead agency (County of Ventura) to adopt a monitoring program to ensure mitigation measures are complied with during implementation of the project. In compliance with these requirements, a Mitigation Monitoring Program Implementation Table is provided below. This Table identifies the timing, monitoring methods, responsibility and compliance verification method for all mitigation measures identified in this MND. Monitoring would be conducted by the Consultant and qualified specialists under contract to the County.

VENTURA COUNTY ANIMAL SHELTER PROJECT
MITIGATION MONITORING PROGRAM – IMPLEMENTATION TABLE

Mitigation Measure	Implementation Timing	Monitoring Methods	Monitoring Frequency	Party Responsible for Monitoring	Method of Compliance Verification	Verification of Compliance		
						Signature	Date	Remarks
AIR QUALITY								
The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.	Throughout the construction period for both Phase 1 and the future phase	The construction inspector will observe work in progress	Initially and weekly thereafter	Ventura County	County staff will review inspection reports			
Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities	Throughout the construction period for both Phase 1 and the future phase	The construction inspector will observe work in progress	Initially and weekly thereafter	Ventura County	County staff will review inspection reports			
All trucks shall be required to cover their loads as required by California Vehicle Code §23114.	Throughout the construction period for both Phase 1 and the future phase	The construction inspector will observe work in progress	Initially and weekly thereafter	Ventura County	County staff will review inspection reports			
All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.	Throughout the construction period for both Phase 1 and the future phase	The construction inspector will inspect roadways and other exposed soils for excessive dust generation	Initially and weekly thereafter	Ventura County	County staff will review inspection reports			

VENTURA COUNTY ANIMAL SHELTER PROJECT
MITIGATION MONITORING PROGRAM – IMPLEMENTATION TABLE

Mitigation Measure	Implementation Timing	Monitoring Methods	Monitoring Frequency	Party Responsible for Monitoring	Method of Compliance Verification	Verification of Compliance		
						Signature	Date	Remarks
AIR QUALITY (Continued)								
Graded and/or excavated inactive areas of the construction site shall be monitored at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust	Throughout the construction period for both Phase 1 and the future phase	The construction inspector will inspect dust control efforts and order additional measures as needed	Initially and weekly thereafter	Ventura County	County staff will review inspection reports			
Signs shall be posted on-site limiting off-road traffic speed to 15 miles per hour or less	Throughout the construction period for both Phase 1 and the future phase	The construction inspector will ensure signs are posted and maintained	Initially and weekly thereafter	Ventura County	County staff will review inspection reports			
During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the APCD in determining when winds are excessive	Throughout the construction period for both Phase 1 and the future phase	The construction inspector will coordinate with site supervisor to curtail construction operations as needed during high wind periods	Initially and weekly thereafter	Ventura County	County staff will review inspection reports			
Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads	Throughout the construction period for both Phase 1 and the future phase	The construction inspector will ensure roads are swept as needed	Initially and weekly thereafter	Ventura County	County staff will review inspection reports			

VENTURA COUNTY ANIMAL SHELTER PROJECT
MITIGATION MONITORING PROGRAM – IMPLEMENTATION TABLE

Mitigation Measure	Implementation Timing	Monitoring Methods	Monitoring Frequency	Party Responsible for Monitoring	Method of Compliance Verification	Verification of Compliance		
						Signature	Date	Remarks
AIR QUALITY (Continued)								
Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations	Throughout the construction period for both Phase 1 and the future phase	The construction inspector will observe work in progress	Initially and weekly thereafter	Ventura County	County staff will review inspection reports			
Material stockpiles shall be enclosed, covered, stabilized, or otherwise treated as needed to prevent blowing fugitive dust off-site.	Throughout the construction period for both Phase 1 and the future phase	The construction inspector will observe work in progress	Initially and weekly thereafter	Ventura County	County staff will review inspection reports			
All project construction and site preparation operations shall be conducted in compliance with all applicable Ventura County APCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive Dust) and Rule 10 (Permits Required).	Throughout the construction period for both Phase 1 and the future phase	The construction inspector will observe work in progress	Initially and weekly thereafter	Ventura County	County staff will review inspection reports			
Off-road construction equipment shall utilize engines certified to the Federal Emissions Standard Category of Tier 3 or Tier 4, if available.	Throughout the construction period for both Phase 1 and the future phase	The construction inspector will observe work in progress	Initially and weekly thereafter	Ventura County	County staff will review inspection reports			
Signs displaying the VCAPCD complaint line telephone number (805/303-3700 during business hours; 805/303-3708 after hours) shall be posted in a prominent location visible to the public.	Throughout the construction period for both Phase 1 and the future phase	The construction inspector will ensure signs are posted and maintained	Initially and weekly thereafter	Ventura County	County staff will review inspection reports			

VENTURA COUNTY ANIMAL SHELTER PROJECT
MITIGATION MONITORING PROGRAM – IMPLEMENTATION TABLE

Mitigation Measure	Implementation Timing	Monitoring Methods	Monitoring Frequency	Party Responsible for Monitoring	Method of Compliance Verification	Verification of Compliance		
						Signature	Date	Remarks
BIOLOGICAL RESOURCES								
Ventura County shall conduct all vegetation removal, grading and construction activities (affected activities, defined as any activity using heavy equipment or heavy-duty trucks) for both Phase 1 and the future phase in such a way as to avoid nesting migratory birds. This can be accomplished by implementing one of the following options: 1. Timing of construction: Prohibit affected activities during the migratory bird breeding season February 15 through August 15, in which case the following measure is not required; or 2. Survey and avoidance of occupied nests: Conduct a breeding bird survey prior to any affected activities conducted during the breeding season (February 15 through August 15). The breeding bird survey shall be conducted no more than 3 days prior to the initiation of affected activities. The breeding bird survey shall include the work area and habitat areas within 300 feet of the work area. A nest buffer area (area between construction work and the nest site) shall be identified for any active nests. Construction work within the nest buffer area shall be avoided until the nest is abandoned or juvenile birds have become independent of the nest.	Bird breeding season (February 15 to August 15)	The County project manager will ensure construction activities avoid the bird breeding season (Option 1) or active nests are avoided (Option 2)	Once, prior to construction activities, and as needed to avoid any active nests (Option 2)	Ventura County	County staff will review breeding bird survey reports (Option 2)			

VENTURA COUNTY ANIMAL SHELTER PROJECT
MITIGATION MONITORING PROGRAM – IMPLEMENTATION TABLE

Mitigation Measure	Implementation Timing	Monitoring Methods	Monitoring Frequency	Party Responsible for Monitoring	Method of Compliance Verification	Verification of Compliance		
						Signature	Date	Remarks
CULTURAL RESOURCES								
Should any buried archeological materials be uncovered during project activities, such activities shall cease within 100 feet of the find. Prehistoric archeological indicators include obsidian and chert flakes, chipped stone tools, bedrock outcrops and boulders with mortar cups, ground stone implements, locally darkened midden soils containing previously listed items plus fragments of bone and fire affected stones. Historic period site indicators may include fragments of glass, ceramic and metal objects, milled and split timber, building foundations, privy pits, wells and dumps, and old trails. All earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until the County has been notified and an archeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume.	Throughout the construction period for both Phase 1 and the future phase	The construction inspector will observe work in progress and ensure work is suspended as appropriate	Initially and weekly thereafter	Ventura County	County staff will review inspection reports			
If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission.	Throughout the construction period for both Phase 1 and the future phase	The construction inspector will observe work in progress and ensure work is suspended as appropriate	Initially and weekly thereafter	Ventura County	County staff will review inspection reports			

VENTURA COUNTY ANIMAL SHELTER PROJECT
MITIGATION MONITORING PROGRAM – IMPLEMENTATION TABLE

Mitigation Measure	Implementation Timing	Monitoring Methods	Monitoring Frequency	Party Responsible for Monitoring	Method of Compliance Verification	Verification of Compliance		
						Signature	Date	Remarks
LIQUEFACTION HAZARDS								
Uncertified fill within the building areas should be removed. If the uncertified fill removal does not exceed 2.5 feet below the bottom foundations or 4 feet below existing grade, soils should be over-excavated to the deeper of such depths to a distance of 5 feet beyond the edges of the building's perimeter foundations, where possible. The exposed surfaces of over-excavations should be scarified to a depth of 6 inches, moisture conditioned to above optimum moisture and compacted.	During the construction period for both Phase 1 and the future phase	The construction inspector will observe work in progress	Initially and weekly during excavation and earthwork	Ventura County	County staff will review inspection reports			
Areas outside the building footprints to receive paving or slabs-on-grade should be over-excavated to the deeper depth of 1 foot below the existing ground surface, or 1 foot below finish subgrade. The exposed surface should be scarified to a depth of 6 inches, brought to above optimum moisture, and compacted.	During the construction period for both Phase 1 and the future phase	The construction inspector will observe work in progress	Initially and weekly during excavation and earthwork	Ventura County	County staff will review inspection reports			
Removed soils may be replaced in approximately 8-inch-thick lifts, moisture conditioned to above optimum moisture, and compacted. This process should be repeated until finished grade is reached.	During the construction period for both Phase 1 and the future phase	The construction inspector will observe work in progress	Initially and weekly during excavation and earthwork	Ventura County	County staff will review inspection reports			
If pumping soils or otherwise unstable soils are encountered, stabilization of the excavation bottoms will be required prior to placing fill. This can be accomplished by drying the soils, working thin lifts of 1-1/2-inch rock (minimum size) float rock into the excavation bottom until stabilization is achieved, or by lime or cement treatment of the soils. Geotextiles may be used as an alternative.	During the construction period for both Phase 1 and the future phase	The construction inspector will observe work in progress	Initially and weekly during excavation and earthwork	Ventura County	County staff will review inspection reports			

VENTURA COUNTY ANIMAL SHELTER PROJECT
MITIGATION MONITORING PROGRAM – IMPLEMENTATION TABLE

Mitigation Measure	Implementation Timing	Monitoring Methods	Monitoring Frequency	Party Responsible for Monitoring	Method of Compliance Verification	Verification of Compliance		
						Signature	Date	Remarks
HAZARDOUS MATERIALS								
An asbestos-containing materials survey shall be conducted at all buildings to be renovated or demolished. Affected areas shall be visually inspected to identify and categorize suspect materials to be impacted by the project. Representative bulk samples of suspect materials shall be collected and analyzed by a qualified laboratory using EPA Method 600/R-93/116.	Prior to building renovation or demolition for both Phase 1 and the future phase	The County project manager will ensure the survey is conducted	Initially, prior to building renovation or demolition	Ventura County	County staff will review the asbestos-containing materials survey report			
All asbestos-containing materials identified during the survey and laboratory analysis shall be removed from buildings to be renovated or demolished prior to demolition by a licensed asbestos abatement contractor accredited through the Asbestos Hazard Emergency Response program, according to APCD Rule 62.7.	Prior to building renovation or demolition for both Phase 1 and the future phase	The County project manager will ensure asbestos-containing materials are removed	Initially, prior to building renovation or demolition	Ventura County	County staff will review survey and laboratory reports, and abatement contractor reports			
Recovered asbestos-containing materials shall be transported to a disposal site authorized to accept asbestos, such as the Azusa Land Reclamation Management Facility (if asbestos is determined to be friable).	Prior to building renovation or demolition for both Phase 1 and the future phase	The County project manager will ensure asbestos-containing materials are properly disposed of	Initially, prior to building renovation or demolition	Ventura County	County staff will review abatement contractor reports			

VENTURA COUNTY ANIMAL SHELTER PROJECT
MITIGATION MONITORING PROGRAM – IMPLEMENTATION TABLE

Mitigation Measure	Implementation Timing	Monitoring Methods	Monitoring Frequency	Party Responsible for Monitoring	Method of Compliance Verification	Verification of Compliance		
						Signature	Date	Remarks
HAZARDOUS MATERIALS (Continued)								
Soil samples shall be taken in areas to be excavated, and tested for historic hydrocarbons, pesticides, asbestos, lead and other potential contaminants associated with past operation of the Oxnard Air Force Base, other past airport operations and storage of vehicles and equipment in the expansion area. Soils with contaminant concentrations exceeding soil screening levels established by the California Department of Toxic Substances Control and Office of Environmental Health Hazard Assessment shall be removed from the site prior to excavation, and transported to an authorized disposal site.	Prior to excavation or trenching activities for both Phase 1 and the future phase	The County project manager will ensure soil sampling and analysis is conducted and contaminated soils are removed	Initially, prior to excavation or trenching	Ventura County	County staff will review laboratory reports			

1.0 INTRODUCTION

1.1 PURPOSE AND LEGAL AUTHORITY

An Initial Study has been prepared for the Ventura County Animal Shelter Project (project or proposed project), which has been proposed by the County of Ventura, the project proponent. Section 2.0 of this document provides a description of the proposed project. County of Ventura is also the "Lead Agency" for the proposed project. As defined by Section 15367 of the CEQA Guidelines, the Lead Agency is "the public agency which has the principal responsibility for carrying out or approving a project which may have a significant impact on the environment." Based on the findings of the Impact Analysis (Section 4.0 of this Initial Study), it has been determined that the project would not have a significant impact on the environment. As such, a Mitigated Negative Declaration has been prepared for the project in accordance with CEQA.

1.2 PROJECT PROPONENT AND LEAD AGENCY

County of Ventura
800 S. Victoria Avenue
Ventura, CA 93009

Contact: Devi Nallamala (805/658-4354)

1.3 PROJECT LOCATION

The Animal Shelter site comprises an approximately 6.7 acre leased area within the Camarillo Airport on APN 230-0-030-245, including the existing Camarillo Animal Shelter and the proposed expansion area to the east. More specifically, the site is located at 600 Aviation Drive, Camarillo, east of Convair Street (see inset map on Figure 1). Current photographs (October 2025) of the site are provided as Figure 2.

The Animal Shelter site is located within the City of Camarillo, and zoned as M-1 (light manufacturing), with an airport land use designation. The Comprehensive Land Use Plan for the Camarillo Airport is provided as Figure 6. A map showing western airport facilities from the Airport Master Plan is provided as Figure 7.

1.4 PROJECT PURPOSE

Ventura County Animal Services (Animal Services) provides services to eight cities within the County and all unincorporated areas and operates two animal shelters, the Simi Valley Animal Shelter and the larger Camarillo shelter, as well as a mobile medical unit. Animal Services has sought to broaden its impact in the community and reduce the number of homeless pets through a broad and expanding range of community outreach programs.

The purpose of this project is to provide a community resource center that provides life-giving care to the homeless animals in Ventura County while also providing resources to the community to keep more pets in homes. The expanded shelter would continue to focus on life saving outcomes with a focus to place every healthy and adoptable animal and ensure that every unwanted or homeless pet has a safe place to go for shelter and care.

1.5 OBJECTIVES

The primary objectives of the proposed project are:

- Provide a clean and healthy space for all the animals at the Animal Shelter.
- Provide facilities and staff to tend to the physical, mental, and emotional health and well-being of the dogs and other animals in their care.
- Increase community involvement, including volunteer opportunities, vaccination clinics, disaster response, and a pet food pantry, and to expand public veterinary medical services, hosting community events in the multi-purpose room, among others.
- Improve and expand veterinary services to meet the communities' needs.
- Provide a sufficient quantity of appropriately sized habitats/housing with convenient access to exercise yards for rabbits, as well as adoptable small mammals, reptiles, and birds, making them more visible and easily accessible to the public.
- Improve security for people and animals at the shelter, including providing physical barriers to ensure the safety of the animals.

1.6 PREPARERS OF THE INITIAL STUDY

This document was prepared for Animal Services by the following persons:

- Padre Associates: Jennifer Leighton, Senior Project Manager
- Padre Associates: Matt Ingamells, Project Manager/Senior Biologist
- Padre Associates: Rachael Letter, Senior Archeologist
- Padre Associates: Ellia DeCambra, Environmental Planner
- Padre Associates: Cody Heap, GIS Specialist

2.0 PROJECT DESCRIPTION

2.1 EXISTING FACILITIES

The existing Animal Shelter was constructed in 1984 and consists of the following buildings located on approximately 4.6 acres of the 6.7-acre site: the Administration Building, the Clinic Building, the West Kennel Building (which houses dogs), the Central Kennel Building (which includes cat housing and dog housing), the Barn, and the Intake Building. Additionally, there is an outdoor dog play area (Puppy Playground) and a pavilion outside of the existing Clinic Building. The project proposes to extend the Animal Shelter site eastward by approximately 2.14 acres into the adjacent disturbed and mostly vacant lot. Access is provided from Aviation Drive, via Convair Street or Eubanks Street and Pleasant Valley Road. Figure 1 provides an aerial view of the existing Animal Shelter site including existing facilities and the proposed expansion area. Existing office hours are from 9 a.m. to 6 p.m. with adoption hours from 1 p.m. to 6 p.m.

2.1.1 Administration Building

The Administrative Building is approximately 7,537 square feet in area and houses the public lobby and all administrative functions for Animal Services. This building is significantly undersized for the current need. Inadequate animal donation storage leads to a buildup of donations at the front entry, and the lobby serves multiple functions without the ability to separate needs or customers.

2.1.2 Clinic Building

The exiting Clinic Building sits at the heart of the Animal Shelter campus as a standalone, approximately 3,730 square foot building, approximately 60 feet south of the Administration Building. The clinic is a bustling place, with multiple functions (treatment, surgery preparation, and surgery) occurring simultaneously and a high load of daily clients. As is true for other buildings on the campus, the existing Clinic Building has inadequate space for the current functions and no room for growth. The existing Clinic Building provides insufficient medical animal holding, as staff are unable to separate species, requiring cats, dogs, and rabbits to be held in the same space. Veterinary staff is also impacted by the lack of space, with inadequate workspace for veterinarians and technicians. Current HVAC systems in this building recirculate air throughout the building, failing to isolate rooms from respiratory diseases.

2.1.3 Cat Housing

Cat housing is located across the courtyard (south) from the Administrative Building, in the northern wing of the Central Kennel Building. The Central Kennel Building is approximately 7,290 square feet, including the northern cat housing wing and the southern and eastern dog housing wings. The existing cat habitats are typically adequately sized and double-sided. However, there are some rooms where the condos (typically solid metal boxes with barred openings facing outward) are currently stacked three high, presenting challenges for staff access. Each cat room

has a sink and counter with cabinets to allow for dish washing and food prep inside the cat housing room. Some rooms have a lack of windows and views for the cats.

2.1.4 Dog Housing

Dog housing is provided in the 3,779-square-foot West Kennel Building, as well as a north-south oriented central kennel with an east wing within the Central Kennel Building. Dog housing is both indoor and outdoor, with the indoor housing occurring in non-conditioned spaces. The current arrangement allows great access for the public wishing to view the dogs but does not allow adequate separation for dogs requiring a higher degree of privacy, a higher level of security, or a lower level of stimulation. Each dog wing houses a large number of dogs without acoustical treatments or sound separating walls, creating an extremely loud environment for staff and dogs. Dog housing is generally adequately sized, but there are few opportunities for separated, reduced stimulation housing. Bare concrete floors provide no protection from the absorption of urine or odors. Shared floor drain open trenches present concerns about cross-contamination between kennels. Animal Services has made improvements to these over-stimulating conditions by adding visual barriers to the interior gates.

A feed room provides space for food prep and a large amount of enrichment storage. Animal Services staff and volunteers provide ample enrichment opportunities for the dogs in their care and a large amount of storage space is devoted to those enrichment items. However, the current layout of the support space does not provide sufficient storage, organization, nor separation of clean and dirty tasks.

2.1.5 Barn

The Barn is a large standalone structure of approximately 3,563 square feet in area located at the southwestern corner of the Animal Shelter site. It provides shelter for adoptable farm animals in addition to adoptable rabbits, and some large animals. The Barn also houses commercial washers and dryers, in addition to clean towels and blankets. Food and supplies are also located in the Barn.

2.1.6 Other Facilities

A dog Intake Building (Sally Port) of about 2,319 square feet in area is located just south of the existing Clinic Building. The Intake Building also serves as a vehicle unloading and holding facility for dogs being impounded, as well as a large deceased animal refrigerator.

The existing Animal Shelter provides outside dog exercise and show yards comprised of artificial turf, including the main Puppy Playground, located south of the Central Kennel Building. Four parking areas are provided, at each of the corners of the Animal Shelter site. The northeast parking area is for staff, the southeast parking area is for staff and fleet vehicles, and the northwest and southwest parking areas are currently utilized by the public. Metal storage containers are provided and are mostly located along the southern boundary of the site.

Additionally, within the southwest corner of the expansion area, there is an existing building on a concrete pad, which is the only existing permanent structure within the expansion area.

2.2 ADJACENT LAND USES

The Animal Shelter site is located within the Camarillo Airport property with aircraft hangars and associated support facilities located immediately to the north. Freedom Park is located to the south, including a parking lot, picnic area, dog park and softball fields. The Camarillo Roller Hockey rink and Freedom Park BMX Raceway are located west of the existing Animal Shelter (see Figure 1). A fenced truck storage area is located immediately east of the Animal Shelter site. A commercial fueling station is located adjacent to the Animal Shelter site at the southeastern corner of the Aviation Drive/Convair Street intersection.

2.3 PROJECT CHARACTERISTICS

The proposed project has been broken into phases due to funding limitations, with Phase 1 construction proposed for initiation summer of 2028, and the future phase to be implemented at the time funding becomes available.

2.3.1 Phase 1

Phase 1 would include construction of an Adoption Building and a new Kennel Building, and the demolition of the existing Central Kennel Building. The new Adoption Building would be constructed southeast of the existing Clinic Building, and the new Kennel Building would be constructed east of the proposed Adoption Building. Phase 1 would also include installation of new underground utilities and utility stubs to accommodate future development, construction of new public and staff parking areas in the northeastern corner of the site and along the eastern site boundary, a new loop driveway, seven biofiltration basins, and associated landscaping improvements. The West Kennel Building, existing Clinic Building, Intake Building, Barn, Puppy Playground, and the northwest staff parking area would remain in place, and would continue operation through construction of Phase 1. Construction of Phase 1 would proceed in phases to maintain ongoing animal shelter operations and minimize disruptions to the existing facility. Phase 1 would begin with the construction of the southern half of the proposed Adoption Building and the new Kennel Building. Then the Central Kennel Building would be demolished, and the northern portion of the Adoption Building would be constructed.

The existing leased area would be expanded eastward by approximately 2.14 acres to provide additional space for the new Kennel Building, parking areas, and associated site improvements. A Phase 1 site layout plan is provided as Figure 3.

2.3.2 Future Phase

This phase would consist renovation of the Administration Building, construction of a new Clinic Building west of the new Adoption Building (constructed during Phase 1), and demolition of the existing Clinic Building. A preliminary future phase site layout plan is provided as Figure 4.

2.4 PROJECT COMPONENTS

2.4.1 Phase 1

- The Central Kennel Building (cat housing and the central dog kennels), the northeastern and southeastern parking lots and adjacent concrete walkways would be demolished or removed. Trucks, trailers, equipment, refuse bins and other materials stored in the expansion area to the east and fences would be removed. A concrete pad and associated structures in the southwestern corner of the expansion area would be demolished and removed.
- A new Adoption Building would be constructed at about the same location as the existing central dog kennels. The new building would be approximately 19,704 square feet in area, with the northern portion providing a public entrance and lobby, customer service reception, cat suites, cat kennels for adoption, adoption holding for rabbits, other small mammals and reptiles, animal care offices, adoption counseling rooms, volunteer resource room, and a multi-purpose room. The southern portion of the Adoption Building would provide dog kennels, primarily for intake (stray dogs, quarantine, behavior-hold). The new Adoption Building would provide 82 dog kennels, 76 cat cages and 38 rabbit cages. The maximum height of the new Adoption Building would be 25 feet, 1 inch.
- A new Kennel Building, approximately 5,867 square feet in area, would be constructed east of the proposed Adoption Building for holding adoption dogs. The Kennel Building would accommodate approximately 70 dogs and would have a maximum building height of approximately 22 feet, 1 inch.
- A new 65 space public/staff parking lot would be provided in the northeastern portion of the expanded Animal Shelter site. In addition, a new driveway from Aviation Drive would be provided, with a public entrance and drop-off area. A new 14 space staff parking lot would be provided along the eastern boundary of the expanded Animal Shelter site. A new loop driveway would be provided to connect the two new parking lots to the existing southwestern staff parking lot. The existing northwestern (13 spaces) and southwestern (27 spaces) staff parking lots would remain in place. The southwestern parking lot would be improved with new striping for trailer parking and planters.
- Four areas located near the southern site boundary and three areas in the northeastern portion of the site (including a bio-retention area along Aviation Drive) totaling 6,578 square feet would be provided for detention and bio-filtration of stormwater run-off.
- A new electrical transformer and 1,200 kilowatt standby emergency generator would be installed south of the Central Kennel Building.
- Existing storm drains, potable water pipelines, electrical lines, natural gas pipelines and sewer lines on the property would be relocated and replaced as needed, including a new

point of connection to the existing sewer line west of the existing Clinic Building within the Animal Shelter site.

- The estimated water demand for Phase 1 operations of the Animal Shelter project would increase from about 4.71 to approximately 6.25 acre-feet per year, an increase in 1.54 acre-feet per year primarily to accommodate the needs of additional animals.
- Additional landscaping would be provided, primarily west of the new Adoption Building, and within and around the new northeastern parking lot.

2.4.2 Future Phase

- The interior walls and roof structure of the existing Administration Building would be removed. The Administration Building would be renovated without any increase in area or substantial change in height. The interior walls would be removed, and offices, conference rooms, field officer work stations, field storage and restrooms would be constructed. The maximum height of the Administration Building would be 20 feet, 6 inches.
- The existing Clinic Building would be replaced by a new 7,826 square foot building located west of the new Adoption Building. The new Clinic Building would provide space for surgery, surgery preparation, dog recovery, cat recovery, intensive care for cats and dogs, treatment areas, isolation areas and foster cat and dog holding areas, and exam rooms for public access to veterinary care. The existing Clinic Building would be demolished and converted into dog yards.
- Additional landscaping would be provided, primarily consisting of synthetic turf in fenced dog yards.
- The estimated water demand of the Animal Shelter site would increase from about 6.25 to 6.70 acre-feet per year, primarily to accommodate the needs of additional animals.
- Increase in staffing of approximately 14 full-time equivalent positions, including Phase 1.

2.5 OPERATION

Changes in current operations could include new service offerings for public facing veterinary medical services, additional use of the multi-purpose room for hosting community events, training sessions, and space rental. The existing office hours (9 a.m. to 6 p.m.) would not change, but adoption hours may be extended from 6 to 7 or 8 p.m. Operation of the proposed Adoption Building and new Kennel Building is anticipated to begin in 2030.

The proposed project would provide additional animal holding capacity but would not affect field operations including the capture of stray pets, aggressive animals or roadkill and transportation to the Animal Shelter.

2.6 CONSTRUCTION

2.6.1 General Characteristics

The initiation of Phase 1 construction would be dependent on the receipt of approvals from the Ventura County Department of Airports and funding, but has been assumed as July 2028 for the purposes of this analysis. The Phase 1 construction period would be about 24 months in duration, and include the following general tasks:

- Removal of vehicles, materials and fences from the proposed expansion area
- Building demolition
- Removal of paving and landscaping
- Excavation and compaction of subgrades
- Building pad construction
- Building construction
- Installation of utilities
- Paving
- Landscaping
- Painting

2.6.2 Demolition and Construction Schedule

Construction would be primarily limited to normal working hours between the hours of 7 a.m. and 4 p.m., Monday through Friday, with occasional work on Saturday. The southern portion of the Adoption Building and the new Kennel Building would be built, and upon completion, the Central Kennel Building would be demolished. After demolition, the northern portion of the Adoption Building would be constructed.

During construction of the future phase, the renovation of the Administration Building and construction of the new Clinic Building may be phased (not conducted simultaneously) to maintain functionality during the construction period. The initiation and duration of future phase demolition and construction is unknown, but is likely to require about 24 months from initiation.

2.6.3 Work Area

The work area comprises approximately five acres, including portions of the existing Animal Shelter affected by demolition and construction activities, and the proposed expansion area to the east.

2.6.4 Access and Staging

Contractors and equipment would enter the site from Eubanks Street, then left on Aviation Drive. Signage would be used as needed to warn motorists of entering/exiting trucks on Eubanks Street. Staging areas for heavy equipment, demolition debris, excess earth materials and construction materials would be located to the east of the existing Animal Shelter site in the existing truck storage area.

2.6.5 Demolition and Construction Materials Transportation

The total earthwork footprint is estimated to be about five acres. It is anticipated that a total of about 500 heavy-duty truck round trips would be required for Phase 1 export of demolition debris and excess earth material, and import of construction materials and earth fill materials. A peak day is assumed to include 15 heavy-duty truck round trips. Additional truck trips would be required for mobilization and demobilization of equipment. Worker vehicle trips would also be generated during the 24-month construction period for the future phase.

Traffic control measures would be used when construction activities may affect traffic flow on Pleasant Valley Road. Standard traffic control methods acceptable to the Ventura County Public Works Agency would be implemented.

2.7 RESPONSIBLE AGENCIES AND PERMITS

Project construction and operation would require the following permits and/or agency consultation:

- The proposed project would require approval by Ventura County, who is acting as the Lead Agency under CEQA.
- Construction and demolition would require coverage under the General Permit for Discharges of Storm Water Associated with Construction and Land Disturbance Activities from the California Regional Water Quality Control Board, Los Angeles Region. However, this is not a discretionary action and the Regional Board would not be considered a responsible agency under CEQA.
- Demolition of the existing buildings may involve disturbance of asbestos-containing materials, and the Ventura County Air Pollution Control District (APCD) must be notified as per Rule 62.7 if such materials are found (see Issue 20). However, a permit is not required, and the APCD would not be considered a responsible agency under CEQA.
- Project-related construction activities would be subject to best management practices required by the Ventura Countywide National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit issued by the California Regional Water Quality Control Board, Los Angeles Region (LARWQCB). However, this is not a discretionary action and the LARWQCB would not be considered a responsible agency under CEQA.

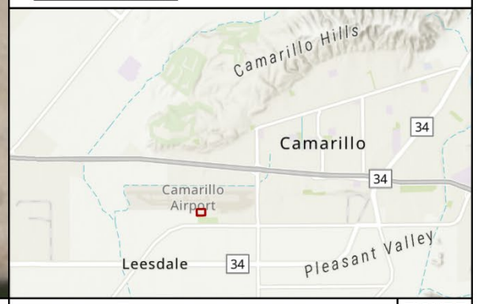
- The project would be required by the Ventura Countywide NPDES Municipal Stormwater Permit and the Ventura County Technical Guidance Manual for Stormwater Quality Control Measures (updated 2018) to implement a post-construction stormwater management plan. However, this is not a discretionary action and the LARWQCB would not be considered a responsible agency under CEQA



N

LEGEND:
- Existing Site Boundary
- Proposed Expansion Area

MAP EXTENT:



0 30 60
FEET

Source: Esri Online Imagery Basemap
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only.

padre associates, inc.
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

PROJECT NAME: CAMARILLO ANIMAL SHELTER EXPANSION PROJECT VENTURA COUNTY, CA
PROJECT NUMBER: 2502-0681
DATE: February 2025

EXISTING ANIMAL SHELTER SITE PLAN

FIGURE 1

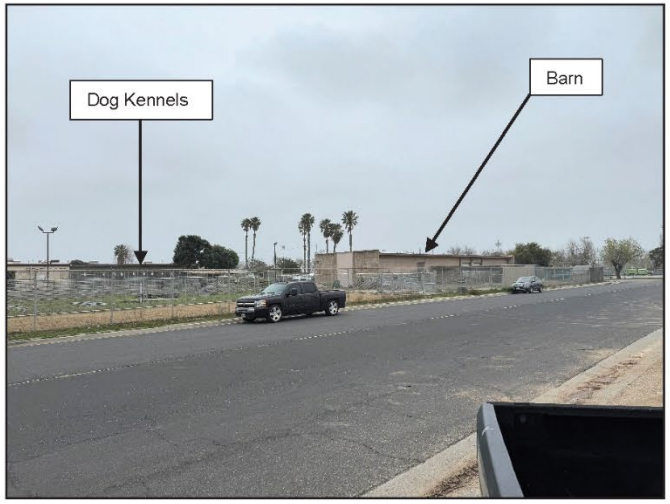
Z:\GIS Projects\GIS Maps\GIS Data\Project Specific\Camarillo Animal Shelter Expansion\ICAS\ICAS.aprx\Existing Animal Shelter Site Plan_2/19/2026



a. Administration Building and public entrance on Aviation Drive



b. Administration Building entrance and existing parking lot

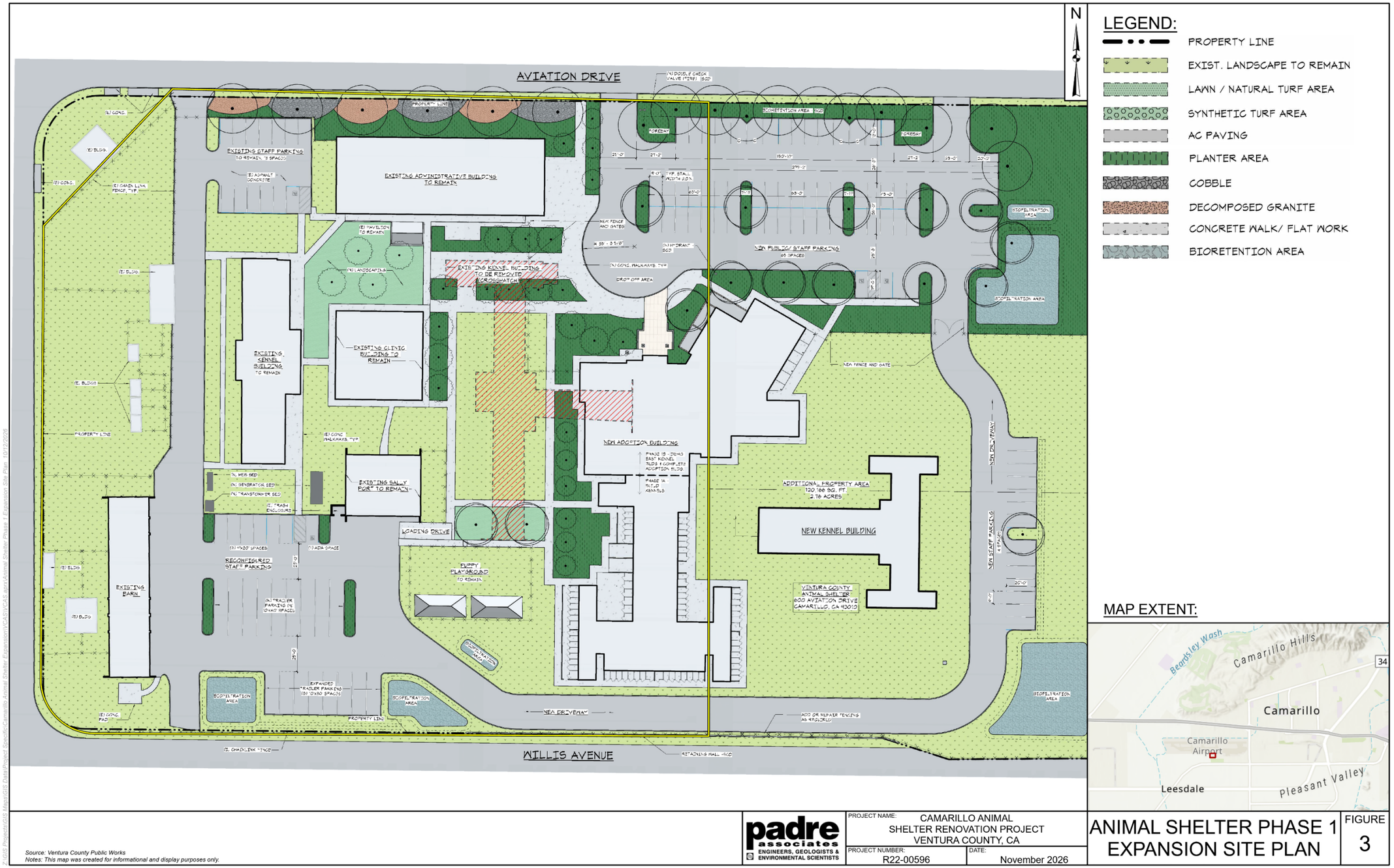


c. View of the Animal Shelter from Convair Street



d. View of the Animal Shelter from Willis Avenue

SITE PHOTOGRAPHS
FIGURE 2



MAP EXTENT:

Source: Ventura County Public Works
Notes: This map was created for informational and display purposes only.

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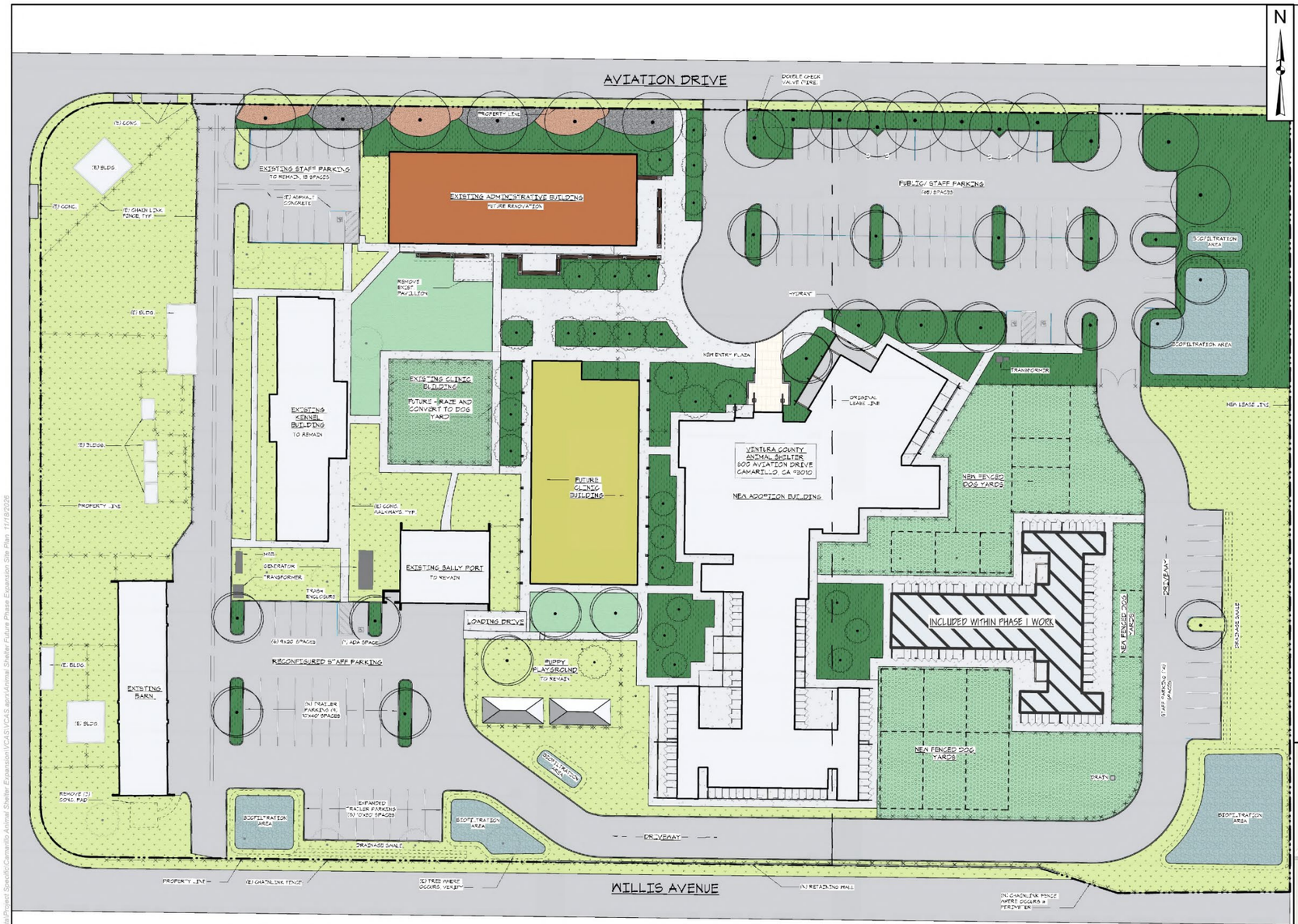
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

PROJECT NAME: CAMARILLO ANIMAL SHELTER RENOVATION PROJECT VENTURA COUNTY, CA
PROJECT NUMBER: R22-00596
DATE: November 2026

ANIMAL SHELTER PHASE 1 EXPANSION SITE PLAN

FIGURE 3



Source: Ventura County Public Works
Notes: This map was created for informational and display purposes only.

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PROJECT NAME: CAMARILLO ANIMAL SHELTER RENOVATION PROJECT VENTURA COUNTY, CA
PROJECT NUMBER: R22-00596
DATE: November 2026

ANIMAL SHELTER FUTURE PHASE EXPANSION SITE PLAN

FIGURE 4



a. Proposed adoption building, facing southeast (phase 1)



b. Proposed administration building, facing southeast (future phase)

Source: Ventura County Public Works
Notes: This map was created for informational and display purposes only.

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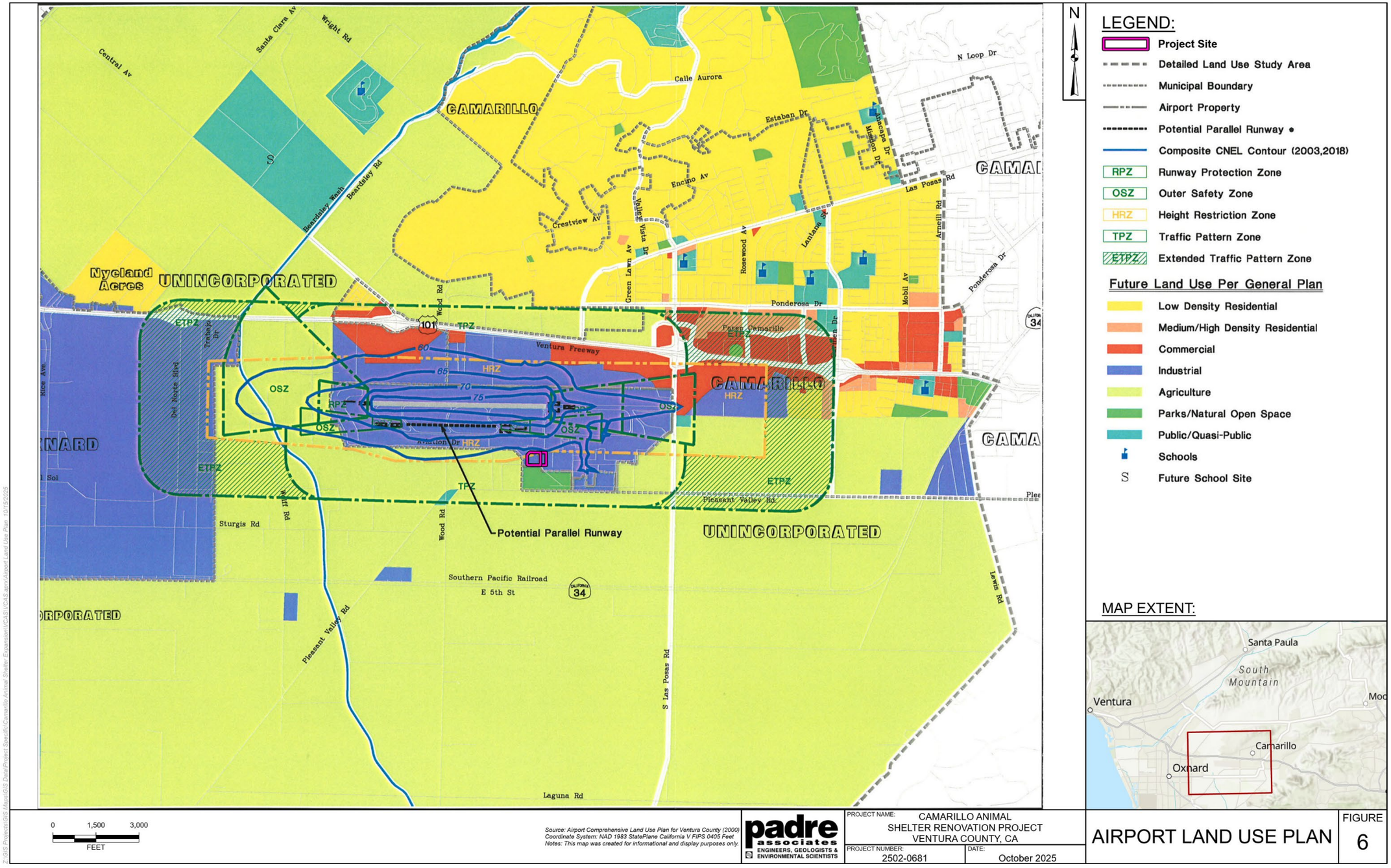
PROJECT NAME: CAMARILLO ANIMAL SHELTER RENOVATION PROJECT VENTURA COUNTY, CA		PHOTOSIMULATIONS OF THE PROPOSED ADOPTION AND ADMINISTRATION BUILDINGS	FIGURE 5
PROJECT NUMBER: R22-00596	DATE: October 2026		



Source: Airport Comprehensive Land Use Plan for Ventura County (2000)
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only.

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PROJECT NAME: CAMARILLO ANIMAL SHELTER RENOVATION PROJECT VENTURA COUNTY, CA
PROJECT NUMBER: 2502-0681
DATE: October 2025

AIRPORT LAND USE PLAN

FIGURE 6

Z:\GIS Projects\GIS Maps\GIS Data\Project Specific\Camarillo Animal Shelter Expansion\VCAS\VCAS.aprx\Airport Land Use Plan 10/15/2025



LEGEND:
Project Site

Source: Airport Master Plan (2011)
Coordinate System: NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: This map was created for informational and display purposes only.

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PROJECT NAME: CAMARILLO ANIMAL SHELTER RENOVATION PROJECT VENTURA COUNTY, CA
PROJECT NUMBER: 2502-0681
DATE: October 2025

WESTERN AIRPORT FACILITIES

FIGURE 7

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3.0 LAND USE SETTING

The Animal Shelter site is located in the City of Camarillo, with a land use designation of "Public-Camarillo Airport" in the City's General Plan, and zoning designation "M-1, Light Manufacturing". The Animal Shelter site is comprised of a 6.7-acre leased area located on parcel number 230-0-030-24, a 161.67-acre parcel that encompasses the southern portion of the Camarillo Airport. This area has been designated as "Industrial" in the Airport Comprehensive Land Use Plan for Ventura County (see Figure 6). The site is located within a commercial/light industrial area south of the airport facilities (see Figure 7).

4.0 ENVIRONMENTAL IMPACT ANALYSIS

This section evaluates the potential environmental impacts of the proposed project. The analysis of potential impacts is consistent with methodology and impact threshold criteria presented in the Ventura County Initial Study Assessment Guidelines (Ventura County, 2011). Impact analysis is organized by environmental topic (e.g., air quality, water resources, etc.).

This Initial Study uses the 2011 Initial Study Assessment Guidelines (ISAG) since CEQA analysis began in February 2025, prior to the adoption of the 2025 ISAG in September 2025. Since Ventura County is not issuing a development permit, an application was not filed. For the purposes of this Initial Study, the project was determined to be complete when engineering drawings and associated studies were completed in January 2025.

The determinations of significance for project-level and cumulative impacts are summarized in the Initial Study Checklist, which is attached to this document. Cumulative impacts were assessed to determine if the project's incremental contribution to a potential cumulative impact would be considerable, such that an environmental impact report would be required. Cumulative impacts were considered significant if project-specific impacts would be significant. Growth inducement is discussed in a separate section following cumulative impacts. In addition, a summary of project consistency with the applicable policies of the City of Camarillo General Plan and Airport Comprehensive Land Use Plan is provided in Section 5.

ISSUE 1: AIR QUALITY

Setting. Criteria Pollutants. Criteria air pollutants are those contaminants for which State and Federal ambient air quality standards have been established for the protection of public health and welfare. Criteria pollutants include ozone (O_3) carbon monoxide (CO), oxides of nitrogen (NO_X), sulfur dioxide (SO_2), particulate matter with a diameter of 10 microns or less (PM_{10}) and particulate matter with a diameter of 2.5 microns or less ($PM_{2.5}$).

Regulatory Overview. Air pollution control is administered on three governmental levels. The U.S. Environmental Protection Agency (USEPA) has jurisdiction under the Clean Air Act (CAA), the California Air Resources Board (CARB) has jurisdiction under the California Health and Safety Code and the California Clean Air Act (CCAA), and local districts (such as the Ventura County Air Pollution Control District [APCD]) share responsibility with the CARB for ensuring that all State and Federal ambient air quality standards are attained.

California is divided geographically into air basins for the purpose of managing the air resources of the State on a regional basis. An air basin generally has similar meteorological and geographic conditions throughout. The Animal Shelter site is situated in the South Central Coast Air Basin, which encompasses the counties of Ventura, Santa Barbara and San Luis Obispo. The USEPA and CARB classify an area as attainment, unclassified, or nonattainment depending on whether or not the monitored ambient air quality data shows compliance, insufficient data available, or non-compliance with the ambient air quality standards, respectively.

Attainment Status. The Animal Shelter site is located in central Ventura County (South Central Coast Air Basin). Ventura County has been designated by CARB and USEPA as unclassified or in attainment of all criteria ambient air pollutant standards with the exception of:

- Federal 2015 8-hour ozone standard: non-attainment, classified as “serious”.
- California 1-hour ozone standard: non-attainment.
- California particulate matter less than 10 microns (PM_{10}) standard: non-attainment.

According to the baseline (2018) air pollutant emissions inventory presented in the APCD’s 2022 Air Quality Management Plan, mobile sources (on-road vehicles, trains, aircraft, marine vessels, farm equipment) account for about 44 percent of the Reactive Organic Compound (ROC) emissions and 92 percent of the NO_x emissions in the County.

Air Quality Planning - Federal. The Federal government first adopted the CAA in 1963 to improve air quality and protect citizens’ health and welfare, which required implementation of the National Ambient Air Quality Standards (NAAQS). The NAAQS are revised and changed when scientific evidence indicates a need. The CAA also requires each State to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The CAA Amendments of 1990 added requirements for states with non-attainment areas to revise their SIPs to incorporate additional control measures to reduce air pollution. The SIP is modified periodically to reflect the latest

emissions inventories, planning documents, and rules and regulations of the air basins as reported by their jurisdictional agencies.

The USEPA has been charged with implementing Federal air quality programs, which includes the review and approval of all SIPs to determine if they conform to the mandates of the CAA and its amendments, and to determine whether implementation of the SIPs will achieve air quality goals. If the USEPA determines that a SIP is inadequate, a Federal Implementation Plan that imposes additional control measures may be prepared for the non-attainment area. Failure to submit an approvable SIP or to implement the SIP within the mandated time frame may result in application of sanctions to transportation funding and stationary air pollution sources within the air basin.

Pursuant to the CAA, State and local agencies are responsible for planning for attainment and maintenance of the NAAQS. The USEPA classifies air basins (i.e., distinct geographic regions) as either “attainment” or “non-attainment” for each criteria pollutant, based on whether the NAAQS have been achieved. Some air basins have not received sufficient analysis for certain criteria air pollutants and are designated as “unclassified” for those pollutants. The APCD and CARB are the responsible agencies for providing attainment plans and for demonstrating attainment of these standards within the project area.

The APCD completed the 2016 update to the County’s Air Quality Management Plan (AQMP) on February 14, 2017 to build on past AQMPs, including a strategy to attain the 2008 Federal 8-hour ozone standard, photochemical modeling to demonstrate the strategy would ultimately result in attainment of the Federal ozone standard, and a demonstration that reasonable further progress towards attainment of the Federal 8-hour ozone standard would occur. The 2016 AQMP includes control strategies to be implemented both locally (within Ventura County) and Statewide to reduce air pollutant emissions as needed to attain the Federal 8-hour ozone standard. The 2016 AQMP includes four new stationary source control measures to be adopted as rules to facilitate attainment of the Federal 8-hour ozone standard.

The APCD adopted a 2022 AQMP on December 13, 2022 which includes emission control measures carried forward from previous Ventura County AQMPs plus new and further study emissions control measures. It also includes a transportation conformity budget that sets the maximum amount of on-road motor vehicle emissions produced while continuing to demonstrate progress towards attainment. Ventura County is anticipated to attain the 2015 Federal 8-hour ozone standard (0.070 ppm) by 2027 (VCAPCD, 2022).

Air Quality Planning - State. The CCAA, signed into law in 1988, requires all areas to achieve and maintain attainment with the California Ambient Air Quality Standards (CAAQS) by the earliest possible date. The CCAA, enforced by CARB, requires that each area exceeding the CAAQS develop a plan aimed at achieving those standards. The California Health and Safety Code, Section 40914, requires air districts to design a plan that achieves an annual reduction in district-wide emissions of 5 percent or more, averaged every consecutive 3-year period. To satisfy this

requirement, the local air districts are required to develop and implement air pollution reduction measures, which are described in their clean air plans and incorporated into the SIP, and outline strategies for achieving the CAAQS for criteria pollutants for which the region is classified as non-attainment.

In 1991, the APCD adopted an AQMP to facilitate attainment of the California ozone standards. The CCAA mandates that every three years areas update their clean air plans to attain the State ozone standard. The 2022 AQMP indicates Ventura County is making significant progress towards attaining the California 1-hour ozone standard. The "every feasible measure" analysis conducted for the update identified five existing APCD rules for enhancement and three possible new control measures to facilitate progress toward attainment.

Applicable Regulatory Requirements. The Portable Equipment Registration Program (PERP) establishes a uniform State-wide program to regulate portable engines and portable engine-driven equipment units. The term "portable" is defined as not residing at a location for more than 12 consecutive months. Once registered in the PERP, engines and equipment units may operate throughout California without the need to obtain individual permits from local air districts. To be eligible for the PERP, an engine must be certified to the current emission tier (non-road, on-highway or marine). The PERP does not apply to self-propelled equipment but would apply to engines used in stationary construction equipment.

APCD rules and regulations applicable to activities to be conducted under the proposed project are limited to potential nuisances (typically dust and odors):

- Rule 51 (Nuisance): A person shall not discharge from any source whatsoever such quantities of air contaminants or other material in violation of Section 41700 of the Health and Safety Code which cause injury, detriment, nuisance or annoyance to any considerable number of persons or to the public or which endanger the comfort, repose, health or safety or any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.
- Rule 55 (Fugitive Dust): This Rule regulates visible dust beyond the property line, opacity (amount of light blocked by a dust cloud), and track-out of soil onto adjacent roads and applies to construction activities. This Rule applies to dust generated by construction.

APCD Rule 74.9 provides air pollutant concentration limits for exhaust from stationary internal combustion engines. The proposed standby emergency generator engine would be operated less than 200 hours per year and is exempt from this Rule.

Ambient Air Quality Monitoring. Ventura County is located in the South Central Coast Air Basin. The topography and climate of Southern California combine to make the basin an area of high air pollution potential. Ozone and particulate matter less than 10 microns (PM_{10}) are of particular

interest in Ventura County because State air quality standards for these pollutants are regularly exceeded. The air quality of Ventura County is monitored by a network of five stations, operated by CARB and the APCD. The El Rio monitoring station is the nearest station to the Animal Shelter site, located approximately 4.5 miles to the northwest.

Table 1 below, lists the monitored maximum concentrations and number of violations of air quality standards for the years 2023 through 2025. As shown in Table 1, ozone concentrations monitored at the El Rio station did not exceed the State 1-hour standard or State 8-hour ozone standards from 2023 through 2025. PM_{10} concentrations exceeded the State 24-hour standard at the El Rio station during 17 sampling events from 2023 through 2025. $PM_{2.5}$ concentrations exceeded the Federal 24-hour standard at the El Rio station during three sampling events from 2023 through 2025.

Significance Thresholds. The APCD has prepared Air Quality Assessment Guidelines (2003) for the preparation of air quality impact analyses. The Guidelines indicate that projects within the County would have a significant impact on the environment if they would:

- Result in daily emissions exceeding 25 pounds of reactive organic compounds (ROC) or oxides of nitrogen (NO_x);
- Cause a violation or make a substantial contribution to a violation of an ambient air quality standard;
- Directly or indirectly cause the existing population to exceed the population forecasts in the most recently adopted AQMP;
- Be inconsistent with the Ventura County Air Quality Management Plan (AQMP) and emit greater than 2 pounds per day ROC or NO_x.

Due to the temporary, short-term nature of construction emissions, the APCD does not apply the quantitative emissions thresholds for ROC and NO_X to construction activities. The APCD does require that emission reduction measures be implemented during construction to reduce exhaust emissions and fugitive dust generation.

Table 1. Ambient Air Quality Summary

Parameter	Standard	Year		
		2023	2024	2025
Ozone (O_3) – parts per million (El Rio station)				
Maximum 1-hour concentration monitored (ppm)		0.071	0.073	0.072
Number of days exceeding State standard	0.095 ppm	0	0	0
Maximum 8-hour concentration monitored (ppm)		0.059	0.060	0.057
Number of days exceeding State 8-hour standard	0.070 ppm	0	0	0
Particulate Matter less than 10 microns (PM_{10}) – micrograms per cubic meter (El Rio)				
Maximum sample ($\mu g/m^3$) (California sampler)		104.0	90.8	109.9
Number of samples exceeding State standard	50 $\mu g/m^3$	7	3	7
Number of samples exceeding Federal standard	150 $\mu g/m^3$	0	1*	0
Particulate Matter less than 2.5 microns ($PM_{2.5}$) – micrograms per cubic meter (El Rio)				
Maximum sample ($\mu g/m^3$) (Federal sampler)		24.5	90.5	45.3
Number of samples exceeding Federal standard	35 $\mu g/m^3$	0	2	1

*Federal sampler recorded value of 272.9 on 11/6/24

Part 1.a Regional

Impacts (PS-M). Temporary air pollutant emissions would be generated by project-related demolition and construction activities. Long-term emissions would be generated by vehicle trips associated with increased staffing and area sources.

Phase 1 construction emissions were estimated using the OFFROAD 2021 and EMFAC 2025 emissions estimation models developed by the CARB, based on construction beginning in 2028. Peak day project emissions (during site preparation) would be 29.3 pounds NO_X and 2.7 pounds ROC. Although peak day NO_X emissions would exceed the 25 pounds per day threshold established by the APCD, due to the temporary, short-term nature of construction emissions, the APCD does not apply the quantitative emissions thresholds for ROC and NO_X to construction activities. The APCD does require that emission reduction measures be implemented during construction activities to reduce exhaust emissions and fugitive dust generation. The construction emissions are summarized in Table 2 and 3 below.

Table 2. Construction Emissions lbs/day

Project Maximum	ROG	NOx	CO	PM_{10}
Construction	29.2	2.68	15.7	1.37
Threshold	**25**	**25**	**--**	**--**
Exceeds Thresholds	**Yes**	**No**	**--**	**--**

*Source: CalEEMod 2.3 output.

Table 3. Construction Emissions tons per year

Sector	ROG	NOx	CO	PM_{10}
Total	2.19	0.199	1.47	0.098

*Source: CalEEMod 2.3 output.

Project emissions were not calculated for the future phase because its scope of activities is smaller than that of Phase I, and its emissions are therefore expected to be lower. All required APCD emissions reduction measures will be implemented during future phase construction activities to reduce exhaust emissions and fugitive dust generation. The below emission reduction measures would reduce fugitive dust impacts to a less than significant level.

Total Project operational emissions (Phase 1 and future phase) were estimated using the CalEEMod Model developed by the California Air Pollution Control Officers Association (version 2022.1.1.48). The increase in average daily emissions associated with the proposed project (would be 11.4 pounds per day NOx and 3.16 pounds per day ROC, which would not exceed the 25 pounds per day threshold established by the APCD. Therefore, operational emissions are considered less than significant. The operational emissions are summarized in Tables 4 and 5 below.

Table 4. Operational Emissions lbs/day

Sector	ROG	NOx	CO	PM_{10}	$PM_{2.5}$
Mobile	0.11	0.09	0.90	0.25	0.07
Area	0.58	0.01	0.84	0.00	0.00
Energy	0.02	0.29	0.24	0.02	0.02
Water	0.00	0.00	0.00	0.00	0.00
Waste	0.00	0.00	0.00	0.00	0.00
Refrigeration	0.00	0.00	0.00	0.00	0.00
Stationary (emergency generator)	2.46	11.00	6.28	0.36	0.36
Total	**3.16**	**11.4**	**8.26**	**0.64**	**0.45**
Threshold	**25**	**25**	**--**	**--**	**--**

*Source: CalEEMod 2.3 output.

Table 5. Operation Emissions tons/year

Sector	ROG	NOx	CO	PM_{10}	$PM_{2.5}$
Total	0.173	0.343	0.411	0.052	0.023

*Source: CalEEMod 2.3 output.

Projects that cause local populations to exceed population forecasts in the AQMP are considered inconsistent with the AQMP, as exceeding population forecasts can result in the generation of emissions beyond those which have been projected in the AQMP. The proposed project would provide additional long-term employment opportunities at the Animal Shelter which may draw people to the area and increase population. However, project-related employment opportunities are unlikely to draw persons from outside the County to the Camarillo area. The estimated January 1, 2026 population of Ventura County provided by the California Department of Finance is 824,306, which is less than the 2024 population (895,000) projected in the 2022 AQMP. The estimated January 1, 2026 population of the City of Camarillo provided by the California Department of Finance is 68,764, which is a 0.3 percent decrease from the estimated January 1, 2025 population. Since the County population is less than assumed in the AQMP, any project-related increase in population would not cause the AQMP forecasts to be exceeded. As such, the project would be consistent with the AQMP.

The combustion of diesel fuel in truck engines (as well as other internal combustion engines) produces exhaust containing a number of compounds that have been identified as hazardous air pollutants by EPA and toxic air contaminants by the CARB (primarily diesel particulate matter [DPM]). CARB regulations affecting diesel engines and fuels have had a dramatic effect on DPM concentrations, such that statewide ambient concentrations of DPM have decreased by 68 percent since 1990.

Although progress has been made over the past decade in reducing exposure to diesel exhaust, diesel exhaust still poses substantial risks to public health and the environment. Efforts to reduce DPM exposure through use of cleaner-burning diesel fuel, retrofitting engines with particle-trapping filters, introduction of new, advanced technologies that reduce particle emissions, and use of alternative fuels are approaches that are being explored and implemented. CARB anticipates that newly adopted diesel exhaust control measures will reduce population exposure even further, and that as the sustainable freight program expands, population exposure to diesel exhaust pollution will decrease even further. It is estimated that emissions of DPM in 2035 will be less than half those in 2010, further reducing statewide cancer risk and non-cancer health effects.

Demolition and construction activities associated with the proposed project would generate diesel exhaust emissions from heavy equipment and/or heavy-duty trucks, but would not affect any residential land uses. The nearest school to the Animal Shelter site is 0.4 miles to the east (Frontier High School). Due to the lack of sensitive receptors in close proximity to the Animal Shelter site and small, short-term contribution to existing DPM emissions, demolition and construction impacts are considered less than significant. The following emission reduction measures would reduce fugitive dust impacts to a less than significant level.

Construction Mitigation. Air emissions reduction measures recommended by the APCD's Air Quality Assessment Guidelines (revised 2003) shall be incorporated into Phase 1 and the future phase of the project including:

- The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.
- Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities.
- All trucks shall be required to cover their loads as required by California Vehicle Code §23114.
- All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.
- Graded and/or excavated inactive areas of the construction site shall be monitored at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over

four days. If no further grading or excavation operations are planned for the area, the area shall be seeded and watered until plant growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.

- Signs shall be posted on site limiting traffic to 15 miles per hour or less.
- During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on site activities and operations from being a nuisance or hazard, either off site or on site. The site superintendent/supervisor shall use his/her discretion in conjunction with the APCD in determining when winds are excessive.
- Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
- Personnel involved in grading operations, including contractors and subcontractors, shall be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.
- Material stockpiles shall be enclosed, covered, stabilized, or otherwise treated as needed to prevent blowing fugitive dust off site.
- All project construction and site preparation operations shall be conducted in compliance with all applicable APCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive Dust) and Rule 10 (Permits Required).
- Off-road construction equipment shall utilize engines certified to the Federal Emissions Standard Category of Tier 3 or Tier 4, if available.
- Signs displaying the APCD complaint line telephone number (805/303-3700 during business hours; 805/303-3708 after hours) shall be posted in a prominent location visible to the public.

Part 1.b Local

Impacts (PS-M). State 1-hour ambient standards for carbon monoxide (CO) are sometimes exceeded at urban roadway intersections during times of peak traffic congestion. These localized areas are sometimes called CO “hotspots”. The Animal Shelter site is located near a major arterial roadway (Pleasant Valley Road) and is exposed to vehicle emissions. However, ambient CO levels in the region are low due to increasingly stringent vehicle emissions standards, use of oxygenated fuels, and relatively low population density. The number of additional daily vehicle trips that would be generated by the project (28 average daily trips) would not add substantially to local traffic volumes (16,220 average daily trips on Pleasant Valley Road, west of Las Posas

Road in 2024). Considering the above, the project would not be expected to create or contribute substantially to the violation of CO standards.

Fugitive dust would be generated by the operation of heavy equipment and vehicles during demolition, excavation and grading. Dust generation from these activities would be considered a significant impact if APCD Rule 51 is violated. Rule 51 states “A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public or which endangers the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.” Fugitive dust generated by the project may be considered a nuisance by adjacent land uses. Therefore, fugitive dust reduction measures listed in Part 1a. above have been incorporated into the project.

The project includes a standby emergency generator that would be tested on a periodic basis, which would generate exhaust emissions (including DPM) potentially impacting adjacent land uses. The nearest school to the Animal Shelter site is 0.4 miles to the east (Frontier High School) and the nearest residence is located 0.8 miles to the north (north of U.S. Highway 101). Due to the lack of sensitive receptors in close proximity to the Animal Shelter site and small, short-term contribution to existing DPM emissions, generator testing impacts are considered less than significant.

Animal-related odors have the potential to be considered a nuisance and violate APCD Rule 51. However, current housekeeping practices at the existing Animal Shelter, including regular cleaning of kennels and management of deceased animals, prevent any detectable odors off-site. Substantial odors were not detected during the October 8, 2025 site visit conducted as part of preparation of this Initial Study. Therefore, proposed expansion of the Animal Shelter is not anticipated to result in a detectable increase in odors or violate APCD Rule 51.

ISSUE 2: WATER RESOURCES

Part 2.a Groundwater Quantity

Setting. The City of Camarillo Water Division serves roughly two-thirds of City residents, while other residents are served by other water districts including Camrosa, Pleasant Valley Mutual, Pleasant Valley County, California American, and Crestview Water Districts. The City of Camarillo Water Division currently operates four wells: Well A, Well B, Well D and Airport #3, each one is rated for a maximum production capability of approximately 1,500 gallons per minute. Well A and Well B are located in the northeast portion of the distribution system, Well D and Airport #3 are located near the Ponderosa Corridor in the southwest portion of the distribution system. Due to elevated total dissolved solids (TDS), sulfate, chloride, iron and manganese concentrations, the City has placed Well A on standby, and is blending water from Well B with imported water from the Calleguas Municipal Water District (CWMD) to meet drinking water quality standards.

The City of Camarillo Water Division annexed the Camarillo Utility Enterprise in 2006, which delivers potable water to the Camarillo Airport for both municipal supply purposes and for fire suppression. Groundwater pumped from Airport #3 is currently combined with the City's other wells. Airport #3 provides a maximum supply rate of 1,200 gallons per minute to one storage tank, located approximately 800 feet east of the existing Animal Shelter site.

The City's wells and the Camarillo Airport Water Distribution System wells harvest groundwater from the Pleasant Valley Groundwater Basin, which is comprised of approximately 21,600 acres, with an estimated storage capacity of about 1.9 million acre-feet. Historical groundwater production from the Pleasant Valley Groundwater Basin and Oxnard Subbasin combined has resulted in seawater intrusion in the aquifers of the Subbasin. In the Pleasant Valley Groundwater Basin, the average rate of groundwater production between 2015 and 2017 was approximately 13,200 acre-feet per year. In 2015, approximately 53% of the production came from the Lower Aquifer System, which comprises the Hueneme, Fox Canyon, and Grimes Canyon Aquifers, and 47% of the production came from the Upper Aquifer System, which comprises the older alluvium in the Pleasant Valley Groundwater Basin, and the Oxnard and Mugu Aquifers in the Oxnard Subbasin. Numerical groundwater simulations indicate that if these production rates were carried into the future, groundwater elevations in the Pleasant Valley Groundwater Basin would not recover during multi-year cycles of drought and recovery, and seawater intrusion would continue in the Oxnard Subbasin.

The California Department of Water Resources has designated the Pleasant Valley Groundwater Basin as a high-priority groundwater basin under the Sustainable Groundwater Management Act (SGMA). The Pleasant Valley Groundwater Basin is within the jurisdiction of the Fox Canyon Groundwater Management Agency (FCGMA) to manage and protect aquifers for the common benefit of the public and all groundwater users. The FCGMA is the groundwater sustainability agency for the Pleasant Valley Groundwater Basin. The FCGMA completed a Final Groundwater Sustainability Plan in December 2019, and the Final Groundwater Sustainability Plan was approved by the California Department of Water Resources on November 18, 2021.

The FCGMA Ordinance established reductions in extraction allocations as a method to reduce overdraft of the Pleasant Valley Groundwater Basin. The North Pleasant Valley Desalter, located near the northwest corner of Las Posas Road and Lewis Road in the City of Camarillo, has been operating and delivering potable water to customers since January 2023. The facility transforms unusable brackish groundwater into a local source of high-quality drinking water while also removing damaging salts from the regional watershed. The Desalter operates with a project-specific groundwater allocation of 4,500 acre-feet/year from the FCGMA. The allocation is expected to yield approximately 3,800 acre-feet/year of potable water supply. Wells A and B are in the northern part of the City's system and are the source water for the Desalter.

The Desalter's project-specific allocation of 4,500 acre-feet/year and yield about 3,800 acre-feet/year is in addition to the City's groundwater allocation of 4,308 acre-feet/year from FCGMA. Wells D and Airport #3 are in the southern part of the City's system and will continue to make up

the City's additional groundwater supply under the FCGMA Allocation Ordinance allocation. Based on the City's allocations from FCGMA, the combined anticipated drinking water supply available from groundwater going forward is 8,108 acre-feet/year and the rest of the City's water supply will be met by imported water. When possible, the City utilizes Wells D and the Desalter to their full allocations; however, there are regular instances where the City will make up the remaining supply needed to meet demand with imported water from the Calleguas Municipal Water District (CWMD). Blending or treatment may be required in the future to fully utilize Well Airport #3.

Groundwater elevations in wells near the Animal Shelter site (such as 02N21W28A02S and 02N21W22E002S) has been relatively constant since the early 1990's.

Significance Thresholds. The following significance thresholds are from the Ventura County Initial Study Assessment Guidelines (ISAG):

- Any land use or project that will directly or indirectly decrease, either individually or cumulatively, the net quantity of groundwater in a groundwater basin that is overdrafted or creates an overdrafted groundwater basin shall be considered to have a significant groundwater quantity impact.
- In groundwater basins that are not overdrafted, or are not in hydrologic continuity with an overdrafted basin, net groundwater extraction that will individually or cumulatively cause overdrafted basin(s), shall be considered to have a significant groundwater quantity impact.
- In areas where the groundwater basin and/or hydrologic unit condition is not well known or documented and there is evidence of overdraft based upon declining water levels in a well or wells, any proposed net increase in groundwater extraction from that groundwater basin and/or hydrologic unit shall be considered to cause a significant groundwater quantity impact until such time as reliable studies determine otherwise.
- Regardless of the thresholds above, any land use or project which would result in 1.0 acre-feet, or less, of net annual increase in groundwater extraction is not considered to have a significant project or cumulative impact on groundwater quantity.
- Any project that is inconsistent with any of the policies or development standards relating to groundwater quantity of the Ventura County General Plan Goals, Policies and Programs or applicable Area Plan, may result in a significant environmental impact.

Impacts (LS). The increased potable water demand associated with full buildout of the proposed project (approximately 1.99 acre-feet/year) would be provided (in part) by groundwater within the City's current allocation and would not result in lowering the groundwater elevation or adversely

affecting the availability of groundwater to the City and agricultural users. The City's allocation was set by the FCGMA and is designed to reduce groundwater pumping below historic levels and reduce overdraft of the Pleasant Valley Groundwater Basin. In addition, potable water provided by the North Pleasant Valley Desalter has substantially reduced the use of potable groundwater. Therefore, project-related impacts would be less than significant.

Part 2.b Groundwater Quality

Setting. Groundwater in the Pleasant Valley Groundwater Basin has historically been considered to be poor quality due to elevated levels of sulfate, chloride, iron and manganese (Fox Canyon Groundwater Management Agency, 2007).

Over the last 20 years, the City began observing a distinct change in groundwater quality, especially in the northern part of the Pleasant Valley Groundwater Basin where total dissolved solids (TDS) levels are in excess of 2,000 mg/L. During this same period, the northern part of the Pleasant Valley Groundwater Basin experienced a rapid rise in groundwater levels of over 200 feet, likely due to recharge of poor-quality water from the Arroyo Las Posas (Steven Bachman, 2013). The City did not observe a similar rise in TDS in wells located in the southern part of the Pleasant Valley Groundwater Basin over the same time period.

Due to the high TDS concentrations in the City's northern well field, the City has historically blended groundwater with imported water from CMWD. However, the continued rise in TDS concentrations in the northern part of the basin is hindering the City's ability to blend groundwater with imported water and still serve the product water within the TDS secondary Maximum Contaminant Level. As of January 2023, the City's northern well field (Wells A and B) have been used as the source water for the North Pleasant Valley Desalter.

Historically, it was assumed that the lower aquifer system of the Pleasant Valley Groundwater Basin was confined and received little overall recharge across the fault that extends from the Camarillo Hills to Port Hueneme. However, since the early 1990s, water levels have been rising in the northern adjacent basins. Rising water levels in City wells in the northern part of the Pleasant Valley Basin have led to the confirmation that the northern adjacent basins directly impact recharge rates, water quality, and water levels in the Pleasant Valley Groundwater Basin area (Steven Bachman, 2013). Recharge in the area may be the result of uplift and folding of lower aquifer units that allow rapid stream flow percolation (Water Systems Consulting, 2021).

For confined aquifers within the Pleasant Valley Groundwater Basin, existing beneficial uses include municipal and domestic supply, industrial service supply, industrial process supply, and agricultural supply. For unconfined and perched aquifers, existing beneficial uses include industrial service supply, industrial process supply, and agricultural supply; and potential beneficial uses include municipal and domestic supply (LARWQCB 1994, updated 2019).

Significance Thresholds. The following significance thresholds are from the Ventura County ISAG:

- Any land use or project proposal that will individually or cumulatively degrade the quality of groundwater and cause groundwater to exceed groundwater quality objectives set by the Basin Plan shall be considered to have a significant impact.
- A land use or project shall be considered to have a significant impact on groundwater quality where there is evidence that the proposed land use or project could cause the quality of groundwater to fail to meet the groundwater quality objectives set by the Basin Plan.
- Any land use or project that proposes the use of groundwater in any capacity and is located within two miles of the boundary of a former or current test site for rocket engines shall be considered to have a significant impact.
- Any project that is inconsistent with any of the policies or development standards relating to groundwater quality of the Ventura County General Plan Goals, Policies and Programs or applicable Area Plan, may result in a significant environmental impact.

Impacts (LS). Due to the increase in staffing and animal holding capacity, the project would generate additional municipal wastewater that would be treated at the Camarillo Sanitary District's treatment plant and discharged to Conejo Creek. As the District would remain in compliance with its Waste Discharge Requirements (NPDES permit R4-2019-0136) concerning peak volumes and water quality, impacts to groundwater associated with infiltration of treated wastewater are considered less than significant.

Part 2.c Surface Water Quantity

Setting. The nearest natural drainage to the Animal Shelter site is the Camarillo Hills Drain, an improved tributary of Revolon Slough, located approximately 2,100 feet to the north. Substantial surface flow in the Camarillo Hills Drain is present only after major storm events, but small amounts are also present periodically as a result of residential and agricultural irrigation. Stormwater from the project area is discharged to Revolon Slough via buried storm drains and the Pleasant Valley Road Drain located just north of Pleasant Valley Road. Both the Camarillo Hills Drain and the Pleasant Valley Road Drain are considered red-line channels, meaning they are maintained by the Ventura County Watershed Protection District.

Based on hydraulic modeling conducted by the Ventura County Watershed Protection District, the Revolon Slough watershed is comprised of 37,911 acres and generates a flow of 13,755 cubic feet per second (cfs) at its confluence with Calleguas Creek during a 100-year storm event.

Significance Thresholds. The following significance thresholds are from the Ventura County ISAG:

- Any project that will increase surface water consumptive use (demand), either individually or cumulatively, in a fully appropriated stream reach as designated by the State Water Resources Control Board or where unappropriated surface water is unavailable, shall be considered to have a significant adverse impact on surface water quantity.
- Any project that will increase surface water consumptive use (demand) including but not limited to diversion or dewatering downstream reaches, either individually or cumulatively, resulting in an adverse impact to one or more of the beneficial uses listed in the Basin Plan is considered a significant adverse impact.
- Any project that is inconsistent with any of the policies or development standards relating to surface water quantity of the Ventura County General Plan Goals, Policies and Programs or applicable Area Plan may result in a significant environmental impact.

Impacts (NI). The increased water demand of the proposed project for construction, operation and landscape irrigation would be provided by the City of Camarillo, using a mixture of groundwater (potable and treated) and imported water. Imported water (in part) originates as surface flows in the Sacramento River delta. The environmental impacts associated with obtaining this water have been fully addressed in CEQA documents prepared for the State Water Project. The proposed project would not result in any over consumptive use of local surface water. The proposed project would be consistent with the Ventura County 2040 General Plan and City of Camarillo 2015 General Plan with regard to surface water uses, and no impact would occur.

Part 2.d Surface Water Quality

Setting. The California Regional Water Quality Control Board, Los Angeles Region (Regional Board) has jurisdiction over waters between Rincon Point (at the western boundary of Ventura County) and the eastern Los Angeles County line. The Regional Board has developed a Water Quality Control Plan, or “Basin Plan”, to protect the quality of surface and groundwaters of the region. The Basin Plan designates beneficial uses of waters within the region, sets narrative and numerical water quality objectives to protect beneficial uses, and describes implementation programs intended to meet the Basin Plan objectives.

The nearest natural drainage to the Animal Shelter site is the Camarillo Hills Drain, an improved tributary of Revolon Slough. Stormwater from the project area is discharged to Revolon Slough via the Pleasant Valley Road Drain, a maintained, earthen channel located immediately north of Pleasant Valley Road. Beneficial uses established for surface water in Revolon Slough are municipal water supply (potential), industrial service water supply (potential), agricultural water supply, groundwater recharge, water contact recreation, non-water contact recreation, warm freshwater habitat, wildlife habitat and wetlands (LARWQCB, 1994, updated 2019).

Surface water of Revolon Slough is considered impaired under Section 303(d) of the Clean Water Act, due to elevated levels of fecal coliform, chlordane (tissue & sediment), chlorpyrifos, chlorpyrifos (tissue), diazinon, dieldrin (tissue), endosulfan (tissue & sediment), selenium, total DDT (sum of 4,4'- and 2,4'- isomers of DDT, DDE, and DDD), toxaphene (tissue & sediment), aluminum, sedimentation/siltation, ChemA (tissue), nitrate as nitrate (NO_3), nitrogen, polychlorinated biphenyls (PCBs ;tissue), toxicity, and trash (SWRCB, 2024). A water body is impaired when the data indicates that adopted water quality objectives are continually being exceeded or that beneficial uses are not protected.

Significance Thresholds. The following significance thresholds are from the Ventura County ISAG:

- Any land use or project proposal that is expected to individually or cumulatively degrade the quality of surface water causing it to exceed water quality objectives of the Basin Plan may have a significant impact.
- Any land use or project development that directly or indirectly causes stormwater quality to exceed water quality objectives or standards in the County's Municipal Stormwater MS4 Permit or any other NPDES Permits may have a significant impact.

Impacts (LS). Stormwater run-off from the Animal Shelter site during and immediately following project-related demolition and construction activities may degrade surface water quality. The project would require coverage under the National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit Order 2022-0057-DWQ (adopted September 8, 2022). As required by the conditions of the General Permit, a stormwater pollution prevention plan (SWPPP) would be prepared for the project, which would include best management practices to be implemented during construction and a monitoring program. The intent of the SWPPP would be to prevent project-related pollutants from contacting surface water and prevent products of erosion from moving off site into receiving waters.

The project would also be subject to the Development Construction Program requirements of the County's Municipal Separate Storm Sewer System (MS4) Permit (Order no. R4-2010-0108). Implementation of the SWPPP, monitoring required under the General Permit, and compliance with the County's MS4 Permit would prevent significant impacts to surface water quality. The proposed project includes seven on-site areas totaling 6,578 square feet for detention and bio-filtration of stormwater run-off, in compliance with the County's MS4 Permit, which would further minimize any adverse effects of stormwater runoff on surface water quality. Therefore, project-related impacts would be less than significant.

ISSUE 3: MINERAL RESOURCES

Part 3.a Aggregate Resources

Setting. Aggregate resources are defined as construction grade sand and gravel. The Animal Shelter site is located in an area designated as mineral resource zone 1 (MRZ-1) by the State of California Division of Mines and Geology (California Geologic Survey, 2022). This designation indicates the area is not expected to contain significant aggregate deposits. The nearest aggregate mining operation in the project area is the Pacific Rock quarry, located approximately 5.1 miles east-southeast of the Animal Shelter site.

Significance Thresholds. The following significance thresholds are from the Ventura County ISAG:

- Any land use or project activity which is proposed to be located on or immediately adjacent to land zoned Mineral Resource Protection overlay zone, or adjacent to a principal access road to an existing aggregate Conditional Use Permit, and which has the potential to hamper or preclude extraction of or access to the aggregate resources, shall be considered to have a significant adverse impact on the environment.
- A project would have a cumulative impact on aggregate resources if when considered with other pending and recently approved projects in the area, hampers or precludes extraction or access to identified resources.

Impacts (LS). The Animal Shelter site is not located within an area that may contain significant aggregate deposits. The proposed project would only use a minor amount of aggregate resources during construction and would not generate any regional demand for aggregate resources or hamper future extraction of aggregate from the area. Therefore, the project would have a less than significant impact on aggregate resources.

Part 3.b Petroleum Resources

Setting. Petroleum resources are defined as oil and gas deposits. Known petroleum fields are mapped by the State of California Division Oil, Gas, and Geothermal Resources (DOGGR). According to DOGGR's on-line mapping system, the nearest active well to the Animal Shelter site is an observation well operated by Peak Operator LLC, located approximately 1.4 miles to the west-southwest. There are no oil or gas processing facilities in the immediate project area.

Significance Thresholds. The following significance thresholds are from the Ventura County ISAG:

- Any land use that is proposed to be located on or immediately adjacent to any known petroleum resource area, or adjacent to a principal access road to an existing petroleum CUP, has the potential to hamper or preclude access to petroleum resources.

- If the subject property is not located on or adjacent to land located in an oil field or containing an oil extraction CUP, then the project would not cause a significant impact on the extraction of oil resources. If the subject property is located on or adjacent to land located in an oil field or containing an oil extraction CUP, then the State Division of Oil and Gas Regulation should be consulted for their review of the project application.
- If the subject property is not located adjacent to a road used as a principal means of access to an existing CUP for oil extraction, and the proposed use is not sensitive to the effects of truck traffic to and from the oil CUP, then the project would not cause a significant impact on access to oil resources.

Impacts (NI). As indicated above, the Animal Shelter site is not located within or directly adjacent to a petroleum resource area or petroleum production facility. Demolition of existing structures, construction, and operation of the project would only use a minor amount of petroleum products for construction and transportation purposes, and would not affect the supply of petroleum in the County. In addition, the proposed project would not create a barrier to the extraction of petroleum resources, if discovered near the Animal Shelter site. Therefore, the proposed project would not impact petroleum resources.

ISSUE 4: BIOLOGICAL RESOURCES

Part 4.a Species

Setting. The Animal Shelter site is entirely disturbed, with vegetation limited to landscaping which includes turfgrass, scattered specimen trees (mostly small birch trees), potted plants between the Animal Shelter buildings, trees, and shrubs around the parking lots and along Aviation Drive. Fan palms and pittosporum trees are located along the southern property boundary near Willis Avenue. The expansion area to the east does not currently support vegetation, except scattered weeds along the fences.

Wildlife observed in proximity to the Animal Shelter site during the site visit on October 8, 2025 includes song sparrow (*Melospiza melodia*), house finch (*Haemorhous mexicanus*), American crow (*Corvus brachyrhynchos*), black phoebe (*Sayornis nigricans*), white-crowned sparrow (*Zonotrichia leucophrys*), European starling (*Sturnus vulgaris*), house sparrow (*Passer domesticus*) and brewer's blackbird (*Euphagus cyanocephalus*). House sparrows and brewer's blackbirds were the most common species observed at the Animal Shelter site.

Based on a discussion with the Animal Shelter administrator, rats (likely black rats [*Rattus rattus*]) are common at the Animal Shelter site, as they are attracted by animal food, water (used to clean the kennels) and heated kennels.

Table 6 provides a summary of special-status plant and animal species reported within five miles of the Animal Shelter site. Special-status plant or wildlife species are not anticipated to occur on

or near the Animal Shelter site based on the lack of suitable habitat and the results of the biological survey of the Animal Shelter site.

Table 6. Special-Status Species Reported within Five Miles of the Project Site

Common Name (*Scientific Name*)	Status	Nearest Reported Location to the Project Site
Plants		
Plummer's mariposa lily (*Calochortus plummerae*)	List 4	Long Grade Canyon, 4.9 miles to the southeast (CNDDB, 2026)
Gerry's curly-leaved monardella (*Monardella sinuata ssp. gerryi*)	List 1B	Camarillo Hills (2024), 4.1 miles to the northeast (CNDDB, 2026)
Slender mariposa lily (*Calochortus clavatus gracilis*	List 1B	Near Channel Islands State University (2009), 4.3 miles to the southeast CNDDB, 2026)
Blochman's dudleya (*Dudleya blochmaniae ssp. blochmaniae*)	List 1B	Near Channel Islands State University, 3.5 miles to the southeast (CNDDB, 2026)
Verity's dudleya (*Dudleya verityi*)	FT, List 1B	Round Mountain near Calleguas Creek, 3.4 miles to the south-southeast (CNDDB, 2026)
Conejo buckwheat (*Eriogonum crocatum*),	SR, List 1B	Near Channel Islands State University, 3.7 miles to the southeast (CNDDB, 2026)
White rabbit-tobacco (*Pseudognaphalium leucocephalum*)	List 2B	Calleguas Creek (historic, 1959), 3.0 miles to the southeast (CNDDB, 2026)
Invertebrate and Vertebrate Wildlife		
Western monarch butterfly (*Danaus plexippus*)	PE	Oxnard College, 4.7 miles to the southwest (Xerces Society, 2026)
Crotch's bumblebee (*Bombus crotchii*)	CE	Camarillo, 6.0 miles to the northeast (INaturalist.org, 2026)
Tidewater goby (*Eucyclogobius newberryi*)	FE, CSC	Lower Revolon Slough and lower Calleguas Creek, 3.8 miles to the south (CNDDB, 2026)
Oak titmouse (*Baeolophus inornatus*)	BCC	Freedom Park (2019), ~400 feet to the south (eBird.org, 2026)
Allen's *Hummingbird (Selasphorus* sasin)	BCC	Freedom Park (2019), ~400 feet to the south (eBird.org, 2026)
Burrowing owl (*Athene cumincularia*)	CSC, BCC	Camarillo Hills Drain (2017), 0.5 miles to the north (CNDDB, 2026)
California legless lizard (*Anniella* sp.)	CSC	Camarillo (2012), 2.4 miles to the northeast (CNDDB, 2026)
Arroyo chub (*Gila orcuttii*)	CSC	Calleguas Creek (2000), 3.6 miles to the south-southeast (CNDDB, 2026)

Common Name (*Scientific Name*)	**Status**	**Nearest Reported Location to the Project Site**
Southwestern *pond turtle (Actinemys* pallida)	PT, CSC	Camarillo Hills Drain (2013), 1.4 miles to the west (CNDDB, 2026)
Two-striped garter snake (*Thamnophis hammondii*)	CSC	Calleguas Creek (2007), 4.6 miles to the south (CNDDB, 2026)
California horned lark (*Ereomophila alpestris actia*)	WL	Farmland (2002), ~ 1.6 miles to the west, CNDDB, 2026)
Least Bell's vireo (*Vireo bellii pusillus*)	FE, SE	Revolon Slough (2017), 3.0 miles to the south (CNDDB, 2026)
White-tailed kite (*Elanus leucurus*)	FP	Near Channel Islands State University (2009), 3.6 miles to the southeast CNDDB, 2026)
California gnatcatcher (*Polioptila californica*)	FT, CSC	Near Channel Islands State University (2009), 4.2 miles to the southeast CNDDB, 2026)
American badger (*Taxidea taxus*)	CSC	Calleguas Creek (2013), 3.8 miles to the east (CNDDB, 2026)

Status Notes:

BCC	2021 Bird of Conservation Concern (USFWS)
CE	California Candidate Endangered (CDFW)
CSC	California Species of Special Concern (CDFW)
FE	Federal Endangered (USFWS)
FP	Fully protected under the California Fish and Game Code
FT	Federal Threatened (USFWS)
List 1B	Plants rare, threatened, or endangered in California and elsewhere (CNPS)
List 2B (CNPS)	Plants rare, threatened, or endangered in California, but more common elsewhere
List 4	Plants of limited distribution, a watch list (CNPS)
PE	Federal Proposed Endangered (USFWS)
PT	Federal Proposed Threatened (USFWS)
SE	California Endangered (CDFW)
SR	California Rare (CDFW)
WL	Watch list (CDFW)

Significance Thresholds. The following significance thresholds are from the Ventura County ISAG. A project will have a direct or indirect physical impact to a plant or animal species if a project, directly or indirectly:

- Reduces a species' population,
- Reduces a species' habitat,
- Increases habitat fragmentation, or
- Restricts reproductive capacity.

The determination of whether a project's impact is significant or not shall be based on both the current conservation status of the species affected and the severity or intensity of impact caused by the project. Endangered, rare and threatened species, as well as special-status species, are more susceptible to project impacts than a more common species. If a project's impact is severe or intense, it may cause a population of a more common species to decline substantially or drop below self-sustaining levels, which would be considered a significant impact.

Impacts (PS-M). Vegetation to be removed as part of demolition would be limited to landscaping, including turfgrass, trees and shrubs in the eastern portion of the existing Animal Shelter site, and trees and shrubs surrounding the northeast and southeast parking areas. Trees protected by the County's Tree Protection Regulations (Section 8107-25 of the Non-coastal Zoning Ordinance) do not occur at the Animal Shelter site and would not be affected by the proposed project. During construction, project-related removal of existing landscaping trees and shrubs may result in take of migratory birds protected under the Federal Migratory Bird Treaty Act of 1918 and Section 3513 of the California Fish and Game Code. However, with implementation of the below mitigation, project-related impacts would be less than significant.

Mitigation. Ventura County shall conduct all vegetation removal, grading and construction activities (affected activities, defined as any activity using heavy equipment or heavy-duty trucks) for both Phase 1 and the future phase in such a way as to avoid nesting migratory birds. This can be accomplished by implementing one of the following options:

1. Timing of construction: Prohibit affected activities during the migratory bird breeding season February 15 through August 15, in which case the following measure is not required; or
2. Survey and avoidance of occupied nests: Conduct a breeding bird survey prior to any affected activities conducted during the breeding season (February 15 through August 15). The breeding bird survey shall be conducted no more than 3 days prior to the initiation of affected activities. The breeding bird survey shall include the work area and habitat areas within 300 feet of the work area. A nest buffer area (area between construction work and the nest site) shall be identified for any active nests. Construction work within the nest buffer area shall be avoided until the nest is abandoned or juvenile birds have become independent of the nest.

Part 4.b Ecological Communities

Setting. Sensitive ecological communities do not occur at or near the Animal Shelter site.

Significance Thresholds. The following types of impacts to sensitive plant communities (critically imperiled, imperiled or vulnerable to extinction or extirpation) are considered potentially significant:

- Construction, grading, clearing, or other activities that would temporarily or permanently remove sensitive plant communities. Temporary impacts to sensitive plant communities would be considered significant unless the sensitive plant community is restored once the temporary impact is complete.
- Indirect impacts resulting from project operation at levels that would degrade the health of a sensitive plant community.

Impacts (NI). Construction of both phases of the proposed project would occur within areas lacking sensitive ecological communities, and no impact would occur.

Part 4.c Waters and Wetlands

Setting. The U.S. Army Corps of Engineers (Corps) has jurisdiction over waters of the United States (WOTUS) under the authority of Section 404 of the Clean Water Act. The limit of the Corps jurisdiction in non-tidal waters extends to the ordinary high water mark and includes all adjacent wetlands. WOTUS are defined as all waters which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide; including all interstate waters including interstate wetlands, all other waters such as intrastate lakes, rivers, streams, mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce.

Stormwater flow from the Animal Shelter site ultimately flows into the Pleasant Valley Road Drain, which empties into Revolon Slough about 1.4 miles downstream of the Animal Shelter site. Revolon Slough is considered WOTUS under the Clean Water Act and “waters of the State” as defined in Section 13050 of the California Water Code. The Corps and the EPA define wetlands as those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Ventura County defines wetlands as (2040 General Plan glossary):

> *“Lands that are transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is periodically covered with shallow water. The frequency of occurrence of water is sufficient to support a prevalence of*

vegetative or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands include marshes, bogs, sloughs, vernal pools, wet meadows, river and stream overflows, mudflats, ponds, springs and seeps."

Federal-defined wetlands, County-defined wetlands and wetland habitat do not occur within or near the Animal Shelter site but do occur within Revolon Slough which is located 1.4 miles west of the Animal Shelter site.

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts to waters and wetlands include:

- Removal of vegetation, grading, obstruction or diversion of water flow, change in velocity, siltation, volume of flow or runoff rate, placement of fill, placement of structures, construction of a road crossing, placement of culverts or other underground piping and/or any disturbance of the substratum.
- Disruptions to wetland or riparian plant communities that would isolate or substantially interrupt contiguous habitats, block seed dispersal routes, or increase vulnerability of wetland species to exotic weed invasion or local extirpation. An example would be disruption of adjacent upland vegetation to a level that would adversely affect the ecological function of the wetland, such as where such vegetation plays a critical role in supporting riparian-dependent wildlife species (e.g., amphibians), or where such vegetation aids in stabilizing steep slopes adjacent to the riparian habitat, which reduces erosion and sedimentation potential.
- Interference with ongoing maintenance of hydrological conditions in a water or wetland. The hydrology of wetlands systems must be maintained if their function and values are to be preserved. Adverse hydrological changes might include altered freshwater input; changes in the watershed area or run-off quantity, quality, or velocity; drawing down of the groundwater table to the detriment of groundwater-dependent habitat; substantial increases in sedimentation; introduction of toxic elements or alteration of ambient water temperature.
- The project does not provide an adequate buffer for protecting the functions and values of existing waters or wetlands. The buffer is measured from the top-of-bank or edge of wetland or riparian habitat, whichever is greater. Ventura County General Plan Policy 1.5.2-4 (Policy COS-1.11 in the 2040 General Plan) requires a minimum buffer of 100 feet from significant wetland habitat. In accordance with this policy, buffer areas may be increased or decreased upon evaluation and recommendation by a qualified biologist and approval by the decision-making body. Factors to be used in determining adjustment of the 100-foot buffer include soil type, slope stability, drainage patterns, presence or absence of endangered,

threatened or rare plants or animals, and compatibility of the proposed development with the wildlife use of the wetland habitat area.

Impacts (NI). The proposed project would not result in any loss or disturbance of Federal-defined wetlands, County-defined wetlands or wetland habitat, and no impact would occur.

Part 4.d Coastal Habitat

Setting. The Animal Shelter site is not located within the Coastal Zone or near coastal habitat.

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts to Environmentally Sensitive Habitat Areas (ESHA) include:

- Construction, grading, clearing, or other activities and uses that would temporarily or permanently remove ESHA or disturb ESHA buffers. (ESHA buffers are within 100 feet of the boundary of ESHA as defined in Section 8172-1 of the Coastal Zoning Ordinance).
- Indirect impacts resulting from project operation at levels that would degrade the health of an ESHA.

Impacts (NI). No project-related impacts to ESHA or other coastal resources would occur.

Part 4.e Habitat Connectivity

Setting. Wildlife migration corridors are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Migration corridors may be local such as between foraging and nesting or denning areas, or they may be regional in nature. Migration corridors are not unidirectional access routes; however, reference is usually made to source and receiver areas in discussions of wildlife movement networks.

Habitat linkages are migration corridors that contain contiguous strips of native vegetation between source and receiver areas. Habitat linkages provide cover and forage sufficient for temporary inhabitation by a variety of ground-dwelling animal species. Wildlife migration corridors are essential to the regional ecology of an area as they provide avenues of genetic exchange and allow animals to access alternative territories as fluctuating dispersal pressures dictate.

The South Coast Wildlands Missing Linkages Project (Penrod et al., 2006) has identified the Santa Monica-Sierra Madre Landscape Linkage which connects the Santa Monica Mountains to the south and the Sierra Madre Ranges of the Los Padres National Forest to the north. The Animal Shelter site is located at least 12 miles from this landscape linkage.

The Animal Shelter site is located in a developed area within the Camarillo Airport, with a major freeway (U.S. Highway 101) to the north and farmlands to the south. These features fragment habitat and reduce opportunities for wildlife movement, such that regional wildlife movement is

not anticipated in the project area. The Animal Shelter site is and would be fenced and does not provide any wildlife habitat or provide a link between habitat areas.

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts to habitat connectivity include:

- A habitat connectivity feature (e.g., a linkage, corridor, chokepoint or stepping stone) would be severed, substantially interfered with, or potentially blocked.
- Wildlife access to foraging habitat, breeding habitat, water sources, or other areas necessary for their reproduction would be prevented or substantially interfered with.
- Wildlife would be forced to use routes that endanger their survival. For example, constraining a corridor for mule deer or mountain lion to an area that is not well-vegetated or that runs along a road instead of through a stream corridor or along a ridgeline.
- Lighting, noise, domestic animals, or other indirect impacts that could hinder or discourage fish and/or wildlife movement within habitat connectivity feature (e.g., a linkage, corridor, chokepoint or steppingstone) would be introduced.
- The width of linkage, corridor or chokepoint would be reduced to less than the sufficient width for movement of the target species (the species relying upon the connectivity feature). The adequacy of the width shall be based on the biological information for the target species; the quality of the habitat within and adjacent to the linkage, corridor, or chokepoint; topography; and adjacent land uses.
- For wildlife relying on visual cues for movement, visual continuity (i.e., lines-of-sight) across highly constrained wildlife corridors, such as highway crossing structures or steppingstones, would not be maintained.

Impacts (NI). The proposed project would not affect any known or potential wildlife movement corridors, and no impact would occur.

ISSUE 5: AGRICULTURAL RESOURCES

Part 5.a Agricultural Soils

Setting. Agriculture is the leading industry in the County. The gross dollar value of Ventura County's agricultural products was estimated as $2.41 billion for 2022. Total irrigated farmland acreage in Ventura County for 2025 is approximately 98,470 (Ventura County Department of Agriculture/Weights & Measures, 2026). Ventura County agriculture focuses on production of fruits and vegetables, including field crops. The Ventura County Agricultural Commissioner's Annual Crop & Livestock Report for 2025 indicates strawberries are the leading single commodity

with a value of $807.8 million, with avocados ranked second at $241.1 million. The most valuable crop group is fruits and nuts with a year 2025 value of $1.65 billion.

The Animal Shelter site is located in an area mapped as “Urban and Built-up Land” by the California Department of Conservation, and does not support farmland. The Animal Shelter site includes two soil mapping units: Pacheco silty clay loam in the western portion, and Camarillo loam (0-2 percent slopes) in the eastern portion of the site (Edwards et al. 1970).

Significance Thresholds. The project would have a significant impact if it would either directly or indirectly result in the loss of important agricultural soils exceeding thresholds in the Ventura County ISAG, including 5 acres of farmlands classified as “Prime” or “Statewide Importance” in agricultural areas. The significance threshold for “Unique” farmlands is 10 acres in agricultural areas.

Impacts (NI). There are no classified or unclassified farmlands located within or directly adjacent to the Animal Shelter site, and no farmlands would be displaced or disturbed by proposed project demolition, construction, and operation. Therefore, no impact would occur as a result of implementation of the project.

Part 5.b Land Use Incompatibility

Setting. The nearest farmland supports row crops and is located approximately 400 feet west of the Animal Shelter site. This area has been classified as Farmland of Statewide Importance by the California Department of Conservation.

Significance Thresholds. A proposed non-agricultural land use would have a potentially significant impact if it would be located within 300 feet of classified farmland (without vegetative screening) unless it qualified for a waiver or deviation from the distance standard. Issues to be considered in determining the significance of land use incompatibility include demolition/construction-related dust suppression, storage of wood that may spread sudden oak death disease and depletion of a water source intended for agricultural irrigation.

Impacts (NI). The Animal Shelter site is not located within 300 feet of classified farmland and would not result in any direct conflicts. In addition, construction-related dust would be suppressed as discussed under Issue 1 (Air Quality). Storage of firewood would not occur on the site, and the project would involve irrigation that may affect agricultural water supplies. Therefore, the project would not result in impacts to agriculture relating from land use incompatibilities.

ISSUE 6: SCENIC RESOURCES

Setting. In the project area, the California Department of Transportation has designated U.S. Highway 101 north of the Animal Shelter site as an eligible State Scenic Highway. The City of Camarillo’s General Plan Community Design Element designates both Las Posas Road and Pleasant Valley Road as scenic corridors. The Animal Shelter site is located approximately 0.8 miles west of Las Posas Road, and 900 feet north of Pleasant Valley Road. The existing buildings

on the Animal Shelter site are not visible from Pleasant Valley Road as they are obscured by a tree row along the north side of Pleasant Valley Road and opaque fencing associated with baseball fields. There are no City or County-designated scenic resource protection areas or scenic vistas in the project area.

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts to scenic resources include:

- Is located within an area that has a scenic resource that is visible from a public viewing location; and would physically alter the scenic resource either individually or cumulatively when combined with recently approved, current, and reasonably foreseeable future projects.
- Would substantially obstruct, degrade, or obscure a scenic vista, either individually or cumulatively when combined with recently approved, current, and reasonably foreseeable future projects.
- Inconsistent with any of the scenic resources policies of the Ventura County General Plan Goals, Policies and Programs or policies of the applicable Area Plan.

Impacts (LS). Construction of the proposed project would involve the removal of a small amount of landscaping vegetation, demolition of two buildings, and construction of new single-story structures no more than 25 feet, 1 inch, in height. Consistent with existing conditions, the proposed new buildings would not be visible from any scenic highway or City-designated scenic corridors. Therefore, project-related impacts to these resources would not occur.

The proposed buildings (including the Adoption Building, new Kennel Building, renovated Administration Building, and new Clinic Building) would be visible from public roadways (Aviation Drive and Convair Street) and could affect the scenic quality of public views. However, the proposed buildings would be single story and about the same height as the existing buildings. The proposed building would be designed and constructed to be consistent with the architectural style and exterior finishes of the existing buildings. See Figure 5 for photo simulations of the project improvements. In addition, appropriate landscaping would be provided adjacent to the proposed buildings for visual enhancement of the Animal Shelter site. Therefore, impacts to local scenic quality would be less than significant.

ISSUE 7: PALEONTOLOGICAL RESOURCES

Setting. A record search was conducted of the on-line collections data base of the University of California Museum of Paleontology. The results indicated that a fossil horse (*Equus occidentalis*) from the Quaternary Period was found in the Camarillo area. The Animal Shelter site is underlain by alluvial fan deposits of Quaternary age (Tan, Clahan and Hitchcock, 2004). Geologic formations of paleontological importance as defined in the ISAG do not occur at the Animal Shelter site.

Significance Thresholds. The project would have a significant impact if it would result in the loss of or damage to important paleontological resources. Paleontological resources are important if they are well preserved, identifiable, type/topotypic specimens, age diagnostic, useful in environmental reconstruction, represent rare and or endemic taxa, represent a diverse assemblage, or represent associated marine or non-marine taxa.

Impacts (NI). Ground disturbance associated with the proposed project would be fully located within areas previously disturbed by historic agricultural tilling (pre-1934), construction and operation of the Oxnard Air Force Base, improvements associated with the Camarillo Airport, and construction (1984) and operation of the existing Animal Shelter. Therefore, no disturbance of potentially fossil-bearing formations would occur. As such, project demolition and construction activities would not result in impacts to known or suspected paleontological resources.

ISSUE 8: CULTURAL RESOURCES

Part 8.a Archeological Resources

Setting. The Animal Shelter site lies within the historic territory of the Native American Indian group known as the Chumash. The Chumash occupied the region from San Luis Obispo County to Malibu Canyon on the coast, and inland as far as the western edge of the San Joaquin Valley, and the four northern Channel Islands (Grant, 1978). Chumash society developed within its historic boundaries for over 7,500 years based on the continuity of mortuary practices, as well as the development of artifacts used in social activities. Prior to colonization by the Spanish, the long period of development of Chumash society was possible since the Santa Barbara Channel area contained a higher concentration of resources than adjacent areas, and the society occupying this area was more powerful than the surrounding societies. The length of time during which the indigenous Santa Barbara Channel society developed was long compared to the majority of extant societies, which acquired their territories more recently. At the time of the first European contact, Chumash society was uniquely adapted to its environments, and well organized as a result of their evolution over long periods of time.

Evidence of Earliest Occupation. Knowledge of occupations during the Pleistocene epoch in the study area is very limited. This is due to the small size of early groups, and because charcoal, bones, and shells are not likely to be preserved in earlier sites. Some early coastal sites were probably inundated or eroded away by the rise in sea level associated with the melting of ice at the end of the Pleistocene epoch. Additionally, it is difficult to define the earliest occupations at most early sites due to poor preservation of stratigraphic features. The earliest date of human occupation in Ventura County has not been determined, although it is believed that the area was settled prior to 11,000 years ago, since archaeological evidence does exist elsewhere throughout North America. The end of the Pleistocene epoch was marked by climatic warming and resulting changes in environmental conditions, which led to extinction or geographical displacement of most large Pleistocene animals. The changes in plants and animals caused by a changing

environment, coupled with the growth of human populations, resulted in changes in subsistence patterns.

Early Period. This period dates to approximately 6000-600 B.C., and is the first period identified by archaeologists in California that contains the preserved remains of permanent settlements with associated cemeteries. Types of ornaments, charms, and other artifacts changed little throughout the period, although the numbers of artifact types increased, indicating a growth in social complexity. Several cemetery and residential contexts have been excavated in Chumash territory that are approximately 7000 years old. Artifacts and food remains recovered from these contexts indicate that people living along the coast were fishing with bone hooks, using boats or rafts to trade with the Channel Islands, and occasionally were taking sea mammals and large fish. The presence of deer bones, other animal bones, stone points, and knives indicates that hunting was also important.

Most early settlements consisted of small hamlets defensively situated on elevated landforms. During the Early Period, some settlements increased in size with the largest containing several hundred people. Large settlements were often less defensively situated than their smaller predecessors. Analysis of artifacts used to maintain social relationships and their distribution in mortuary contexts indicate that political power was largely dependent on the acquisition of wealth and ritual power (King, 1990 and 2000).

Differences in the contents of burial lots found at large and small Early Period settlements on Santa Cruz Island indicate that the occupants of large ceremonial centers had more valuable ceremonial regalia than those of small settlements. The inhabitants of small villages probably lived at more than one settlement during the year, and the inhabitants of large settlements may have maintained only one residence. Although the Early Period settlement pattern apparently resulted in the formation of many sites which were not continuously inhabited, the degree to which the population was sedentary may differ little from the Protohistoric Period.

Middle Period. The end of the Early Period and the beginning of the Middle Period (ca. 600 B.C.) is marked by changes in ornaments and other artifacts, as well as changes in the organization of cemeteries, which indicate the development of hereditary control of political and economic power. The presence of separate cemetery areas containing a predominance of either ritual objects or wealth objects at early Middle Period sites indicates the presence of a system of checks and balances between chiefs and priest-judge-executioners.

At the beginning of the Middle Period, the more powerful ritual objects, such as stone pipes, libation vessels, stone effigies, and pointed charm stones, were owned by people who were not political leaders, but who had inherited rights to perform rituals. Similar systems of checks and balances were necessary to maintain stability in social systems throughout California, and these systems evolved shortly after the development of hereditary leadership positions. Similar changes in social organization occurred at the time of the Early-Middle period transition throughout North

America and were accompanied by migrations into areas that were marginal to major population centers.

Late Period. Differentiation of bead types indicates the development of new economic subsystems. After around 1000 A.D., there was a rapid growth of systems which culminated in the highly developed economic system observed by the Spanish explorers. After the 1542 Cabrillo voyage, many small Chumash settlements were abandoned and some of the largest historic towns were founded. This change in population distribution can be attributed to growth in importance of trade centers and the development of more integrated political confederations, which were necessary to encourage trade. Since people living in inland valleys lacked marine resources, fish and other sea foods were obtained from people living on the coast and from islanders trading at mainland coastal villages. The pooling of resources, which resulted from the development of their economic system, served to reduce the negative effects of local crop failures (King, 1976 and 1990).

Religious institutions regulate behavior by molding perceptions of society and the physical world. Changes in the types and distributions of objects used in ritual contexts indicate corresponding changes in religious systems. The rarity of ritual objects in Late Period burial lots reflects control over religion by institutions that owned the ritual objects. By the Late Period, more powerful objects were controlled by institutions. Changes in whistles, historically used in the organization of ceremonies, indicate a growth in the importance of organized ceremonies. Objects associated with supernatural power, such as charm stones, effigies, and sunstick stones, did not change greatly over time. It appears that most Chumash religious ceremonies had their roots in the Early Period when objects similar to those used historically were regularly placed in mortuary associations and owned by religious leaders.

Ethnography. At the time of historic contact, the project area (Ventura County) was occupied by the Ventureño branch of the Chumash, who were a Hokan speaking people. The Chumash achieved a cultural complexity unique for hunter and gatherer groups in California. They possessed a stratified society containing an upper, middle, and lower class. Moreover, qualities usually attributed to chiefdom societies, such as ownership of resources/property, craft specialists, large permanent population centers (villages), a sodality consisting of religious elitists (Antap), and a market economy, were all a part of Chumash culture at the time of historic contact (Blackburn, 1974).

Politically, there were at least six ethnographically known Chumash provinces. The following are the provinces from north to south and their corresponding capitals, respectively: 1) Gaviota (capital at *Shisholop or Upop)*; 2) Dos Pueblos (capital at *Mikiw)*; 3) Santa Barbara (capital at *Synhten)*; 4) Ventura (capital at *Shishopop)*; 5*)* Mugu (capital at *Muwu or Simomo*); and 6) Malibu (capital at *Humaliwu*). In addition, there were apparently two religious federations, *Muwu* and *Upop* (Hudson and Underhay, 1978).

All high status (Wots and shamans) or wealthy people were required to join a religious sodality known as the *Antap*. The *Antap* was the principal religious cult which dominated all aspects of Chumash religious and political society at the time of Spanish contact. Chumash religion could be accurately described as celestial, revolving around the worship of the sun, and various stars and planets comprising the Chumash pantheon (Sky People) (Blackburn, 1975).

Traditionally, the Chumash were noted by the Spanish for their large domed houses, wood and stone craftsmanship, basketry, and foremost for the plank canoe (*tomol*). The implementation of the Spanish Mission system brought about a precipitous decline in the Chumash culture, with a disruption of the traditional social structure and a steady demise of the native population, caused in part by European diseases. This cultural decimation continued and perhaps was amplified during the post mission or Mexican period, until their near cultural extinction in the later Anglo (American) period. Chumash culture has been documented by John P. Harrington and C. Hart Merriam, and well summarized by Blackburn, Hudson, and others.

A cultural resources constraints analysis was completed for the project by Padre Associates. A records search was conducted at the South Central Coastal Information Center of the California Historical Resources Information System (SCCIC-CHRIS) at California State University, Fullerton on February 20, 2025. The results of the record search confirmed that no prehistoric or historic archeological sites have been recorded within 0.25 miles of the project location.

Additionally, a search of the Sacred Lands File was conducted with the Native American Heritage Commission (NAHC) and did not indicate the presence of Native American sacred places or sites in the study area.

Tribal Consultation. On October 16, 2025, Ventura County formally notified Ms. Julie Tumamait-Stenslie of the Barbareño/Ventureño Band of Mission Indians and Ms. Sarah Brunzell of the Fernandeño-Tataviam Band of Mission Indians via certified mail of the decision to undertake the proposed project to allow the tribes to request consultation under Section 21080.3.1(d) of the Public Resources Code. These two tribal representatives are the only traditionally and culturally affiliated contacts that have requested consultation notification from Ventura County. No response has been received as of October 12, 2026.

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts to archaeological resources include:

- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not archaeologically or culturally significant; or

- Demolishes or materially alters in an adverse manner those physical characteristics of an archaeological resource that convey its archaeological significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Impacts (PS-M). The record search did not identify any archeological resources within the project's area of potential effect. All ground disturbance associated with the proposed project would be located within areas previously disturbed by historic agricultural tilling (pre-1934), construction and operation of the Oxnard Air Force Base, improvements associated with the Camarillo Airport, and construction (1984) and operation of the existing Animal Shelter. Therefore, discovery of cultural artifacts is not anticipated. However, unknown buried cultural resources may be encountered during excavation at the Animal Shelter site. Therefore, the following mitigation measures would be implemented to ensure project-related impacts to buried cultural resources would be less than significant.

Mitigation. The following mitigation measures are consistent with the guidelines of the State Office of Historic Preservation and the NAHC and shall be incorporated into both Phase 1 and the future phase of the project to prevent significant impacts, should resources be found during excavation.

- Should any buried archeological materials be uncovered during project activities, such activities shall cease within 100 feet of the find. Prehistoric archeological indicators include obsidian and chert flakes, chipped stone tools, bedrock outcrops and boulders with mortar cups, ground stone implements, locally darkened midden soils containing previously listed items plus fragments of bone and fire affected stones. Historic period site indicators may include fragments of glass, ceramic and metal objects, milled and split timber, building foundations, privy pits, wells and dumps, and old trails. All earth disturbing work within the vicinity of the find shall be temporarily suspended or redirected until the County of Ventura has been notified and an archeologist has evaluated the nature and significance of the find. After the find has been appropriately mitigated, work in the area may resume.
- If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and deposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission.

Part 8.b Historical Resources

The following is a summary of a Historical Resources Report prepared for another project on the airport property by Post/Hazeltine Associates in 2014.

Setting. In 1837, the 448,000-acre *Rancho El Rio de Santa Clara y La Colonia*, a portion of which encompassed the present-day Camarillo Airport, was granted with the intention that the grantees establish a settlement on the lower reaches of the Santa Clara River. The Rancho remained intact until 1864 when an approximately 32,000-acre section was sold to Thomas Scott (President Lincoln's acting Assistant Secretary of War). Scott saw the potential for establishing the petroleum industry in the Ventura area, which had been the focus of several enthusiastic reports by geologists. Acting on the findings of the reports, Scott purchased several other ranchos, including *Rancho Ojai* and *Rancho Cañada Larga*, both of which comprised over 200,000 acres in Ventura County.

Shortly after his purchase of the acreage, Scott sent out Thomas Bard to oversee his acquisitions. Bard, who later became a noted landowner and politician in his own right, was responsible for the eventual subdivision and sale of much of Scott's holdings beginning in the late 1860s. By 1877, Bard had sold off a considerable portion of Scott's *Rancho El Rio de Santa Clara y La Colonia* holdings, including Parcel 61, which encompassed the future location of the Camarillo Airport.

Camarillo Airport: Civilian Airport and Army Air Corps Air Field (1934-1945). In 1934, a dirt airfield was constructed on a 100-acre parcel. The 3,500 foot-long by 550-foot wide runway appears to have not been intensively used, although one source indicates Howard Hughes utilized the runway to store the H-1 racer he was testing at the Oxnard Airport. In 1938, the dirt runway was paved by the County of Ventura, and what is now known as Hanger #2 was built by the Public Works Administration. In 1939, James Elmo McLean began operations for his Oxnard Flying School from the airfield. This school appears to have lasted less than a year before the facility became the home of the Mira Loma Flight Academy, which was one of many civilian academies contracted with Air Corps Flying Training Command to teach rudimentary piloting skills to potential cadets transferring to flying schools at Army Air Corps bases.

The flying school was expanded as part of larger effort to increase the number of Army Air Force pilots for the war effort after the Japanese attack on Pearl Harbor and the subsequent entry of the United States into World War II. It was during this period that the airfield's infrastructure was improved and a number of buildings were constructed at the airport. Improvements of this type were necessary as turf or earthen runways or runways of less than 5,000 feet in length could not be utilized by the larger and faster aircraft developed during the mid-to-late 1930s through the mid-1940s. During the war, several fighter squadrons, including the IV Fighter Command 383rd Fighter Squadron (1943), the 430th Fighter Squadron and the 435th Fighter Squadron (both in 1944) were based at the airport for short periods of time. In June of 1944, the Base's air school closed and the facility, which was renamed the Oxnard Air Strip was assigned to the Second Air Force's 29th Fighter Squadron, which tested the P-59 Airacomet and the P-80 Shooting Star jet aircraft. Less than a year later, in July of 1945, the Oxnard Air Strip was closed as part of a larger effort to reduce and consolidate the Army Air Corps' facilities at the end of World War II.

Camarillo Airport: A Civilian Airport (1946-1951). In 1946, the airport returned to civilian control with the first flights operated by Southwest Airlines and Pacific Airlines. Between 1947 and 1949,

Ventura County took ownership from the Federal government for both the 100-acre original airport and the 303 acres purchased by the U.S. Army in 1942. For a few years, the airport was operated as a civilian airfield before it was leased back to the U.S. Air Force, created in 1947, when the Army Air Force was split from the Army as a separate service.

Oxnard Air Force Base (1951-1969). The end of World War II brought a rapid and substantial demobilization of military personnel and assets, although not to pre-World War II levels. Demobilization, however, was short-lived as the looming Cold War resulted in an expansion of the nation's military capabilities beginning in the late 1940s. The Camarillo Airport was returned to military use in 1949 to serve as the headquarters for interceptor squadrons. Renamed the Oxnard Air Force Base, the airfield was to "protect the Los Angeles industrial potential and the Ventura Oil Fields against a hostile aggressor".

Extensive improvements were carried out between August of 1951 and December of 1952, including the extension of the runway to 8,000 feet in length (the runway was later extended to 9,000 feet in length), new hangers, command buildings, an air traffic control tower, support facilities, such as dormitories for single men (the Airmen's Dormitory, built in 1951-1952, was one of these), duplexes and houses for married personnel, a chapel dispensary and recreational facilities, including a swimming pool and track. Other infrastructure improvements included a water tower and ordinance bunkers. By 1958, military personnel stationed at the base had reached more than 900 individuals.

The first squadron stationed at the base was the 354th Fighter Interceptor Group equipped with P-51 Mustangs, which was stationed at the base in March of 1952. Jet aircraft arrived in February of 1953 when the 533rd Air Defense Group flying Lockheed F-94 fighter jets were stationed at the base. In 1955, the 414th Fighter Group and the 437th Fighter Interceptor Squadron were activated at the base; other aircraft assigned to the base included T-33 jet trainers and C-47 support aircraft. During the 1950s and 1960s the Oxnard Air Force Base, along with Point Mugu and Port Hueneme, were the largest employers in Ventura County and by 1958 had a weekly payroll in excess of one million dollars.

By the end of the 1960s, the United States' strategy against the threat from the Soviet Union began to change. The Air Defense Command re-evaluated the necessity of fielding large numbers of interceptor jets as the growing sophistication of the United States' missile program increasingly matched the Soviet's intercontinental ballistic missile program. As part of this defense realignment the Air Force closed a number of bases, including the Oxnard Air Force Base on December 31, 1969.

Camarillo Airport (1970-present). After the closure of the Oxnard Air Force Base, the base was transferred to the Ventura County General Services Administration with the intent of declaring the property surplus and available for other uses. The County of Ventura proposed to have the former base transferred to the County for use as a commercial airport. This proposal created sustained opposition from many residents in Camarillo who were concerned that a full scale airport would

generate unwanted growth, congestion and noise. In early 1976, the County approved the transfer of 650 acres of the former base to the County of Ventura by quit claim deed with certain use restrictions; with the property managed by the County Property Administration Agency. On October 21, 1976, the first meeting of the Camarillo Airport Authority authorized the opening of airport for general aviation services that same day. In 1985, the Oxnard Airport and Camarillo Airport were transferred from the administration of the County Property Administration Agency to a newly created County of Ventura Department of Airports.

While the Camarillo Airport has not functioned as a military installation since 1969, its current layout, buildings and overall appearance still convey its former use as an Air Force Base. Almost all the Airport's buildings and structures are located south of the runway, which runs in an east/west direction. Large hangers, most dating to the 1950s or earlier, line the south side of the runway's tarmac; most of these house aviation-related businesses. The earliest hanger, known as Hanger 2, was built in 1938 while the other, larger hangers, located on the north side of Durley Avenue, were built by the Air Force in the early-to-mid-1950s. Support buildings once associated with the military installation are mostly located between Durley Avenue and Pleasant Valley Road. Many of the existing buildings date to the Oxnard Air Force Base era, including former dormitories, office buildings, and support facilities located on either side of the main entrance at the intersection of Airport Way and Pleasant Valley Road.

Currently, most of these buildings are used to house a variety of public agency and educational facilities, including Frontier Continuation School and the Sheriff Department Work-Release program. A notable feature is the large water tower painted in a red and white checkered pattern, which flanks the west side of the entrance. At the west end of Skyway Drive, a number of former duplexes and single-family residences that once provided housing to married base servicemen are now used for offices. The western end of the Camarillo Airport property is developed with a large sports-focused park (Freedom Park) developed by the Pleasant Valley Parks and Recreation Department. The eastern end of the Camarillo Airport property is the site of the Ventura County Fire Department's administrative and training center. The east end of the tarmac is lined with storage facilities for privately owned aircraft.

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts to historic resources include:

- Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources.
- Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code,

unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant.

- Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

Impacts (NI). Buildings to be demolished or renovated as part of the proposed project were constructed on or about 1984 and are not considered historic. The existing Animal Shelter site is not considered a historic resource. Therefore, the proposed project would not result in any impacts to historic resources.

ISSUE 9: COASTAL BEACHES AND SAND DUNES

Setting. The nearest coastal beach (Ormond Beach) is located approximately 7.6 miles to the southwest of the Animal Shelter site. The nearest sand dunes are also located at Ormond Beach and near Point Mugu. Sediment transported by the Santa Clara River replenishes sand on local beaches.

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts to coastal beaches and sand dunes include:

- Any project that causes a direct or indirect adverse physical change to a coastal beach or sand dune, which is inconsistent with any of the coastal beaches and coastal sand dunes policies of the California Coastal Act, corresponding Coastal Act regulations, Ventura County Coastal Area Plan, or Ventura County General Plan Goals, Policies and Programs.
- Any project, when considered together with one or more recently approved, current, and reasonably foreseeable probable future projects, would result in a direct or indirect, adverse physical change to a coastal beach or sand dune.

Impacts (NI). The proposed project would not directly affect any beaches or sand dunes and would not affect sediment transport which supplies sand to these areas. Therefore, no project-related impact to coastal beaches and sand dunes would occur.

ISSUE 10: FAULT RUPTURE HAZARD

Setting. The entire Southern California region, including Ventura County, is located within a seismically active area. The nearest fault (Springville) is located approximately one mile north of the Animal Shelter site (Tan, Clahan and Hitchcock, 2004). The Camarillo Fault is mapped about 1.1 miles east-northeast of the Animal Shelter site, which is inferred based on potential uplift, represented by a linear hill located just southwest of the Lewis Road/U.S. 101 interchange. Both

the Springville and Camarillo faults are included within designated Alquist-Priolo Special Studies Zones.

Significance Thresholds. The project would have a significant impact if it would place persons or property at risk of loss of life or damage due to fault rupture.

Impacts (LS). The Geotechnical Engineering Report prepared for the proposed project (Earth Systems, 2025) indicates the fault rupture potential during the project design life is considered to be low. Therefore, project-related impacts would be less than significant.

ISSUE 11: GROUND-SHAKING HAZARD

Setting. Ground-shaking is the cause of most damage during earthquakes. The project area has a 10 percent change of exceeding a peak ground acceleration of 0.63 g in 50 years (California Department of Conservation, 2002).

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts related to ground-shaking hazard include:

- Proposed structures not designed to be built in accordance with all applicable requirements of the Ventura County Building Code, which has the potential to expose people or other structures to potential significant adverse effects, including the risk of loss, injury or death involving ground shaking hazards.
- Significant impacts from ground-shaking hazards would result for projects involving high-rise structures, critical facilities, and projects of unique design not covered by ordinary provisions of the Uniform Building Code. Such projects may subject persons and property to greater risk of loss of life or substantial damage during strong ground-shaking events.

Impacts (LS). The proposed project would not involve the construction of any high-rise buildings or unique structures. The proposed new Adoption Building, Kennel Building, and Clinic Building and renovated Administration Building would be constructed according to current California Building Code standards to reduce the potential impacts of ground-shaking. As the project would be constructed in accordance with these requirements, no significant ground-shaking hazards would be expected.

ISSUE 12: LIQUEFACTION HAZARDS

Setting. Liquefaction occurs when strong, cyclic motions during an earthquake cause water-saturated soils to lose their cohesion and take on a liquid state. Liquefied soils are unstable and can subject overlying structures to substantial damage. The occurrence of liquefaction is highly dependent on local soil properties, depth to groundwater, and the strength and duration of a given ground-shaking event. The Animal Shelter site is located within a liquefaction hazard zone as designated by the California Department of Conservation (2002). Soil borings at the Animal

Shelter site found groundwater only 11 feet below the ground surface, such that the site is susceptible to liquefaction (Earth Systems, 2025).

Significance Thresholds. The project would have a significant impact if liquefaction hazards would subject persons or property to loss of life or substantial injury or damage. Projects located within liquefaction hazard areas identified by the California Department of Conservation may result in significant adverse effects.

Impacts (PS-M). The Geotechnical Engineering Report prepared for the project (Earth Systems, 2025) indicates the potential for liquefaction exists at the Animal Shelter site and may result in seismic-induced settlement and differential settlement of up to 1.3 and 0.9 inches, respectively. As injury to the public visiting the facility may occur, this impact is considered potentially significant. Implementation of the following mitigation measures would reduce impacts related to liquefaction to a less than significant level.

Mitigation. The following recommendations from the Geotechnical Engineering Report shall be implemented for both Phase 1 and the future phase to avoid liquefaction-related impacts:

- Uncertified fill within the building areas should be removed. If the uncertified fill removal does not exceed 2.5 feet below the bottom foundations or 4 feet below existing grade, soils should be over-excavated to the deeper of such depths to a distance of 5 feet beyond the edges of the building's perimeter foundations, where possible. The exposed surfaces of over-excavations should be scarified to a depth of 6 inches, moisture conditioned to above optimum moisture, and compacted.
- Areas outside the building footprints to receive paving or slabs-on-grade should be over-excavated to the deeper depth of 1 foot below the existing ground surface, or 1 foot below finish subgrade. The exposed surface should be scarified to a depth of 6 inches, brought to above optimum moisture, and compacted.
- Removed soils may be replaced in approximately 8-inch-thick lifts, moisture conditioned to above optimum moisture, and compacted. This process should be repeated until finish grade is reached.
- If pumping soils or otherwise unstable soils are encountered, stabilization of the excavation bottoms will be required prior to placing fill. This can be accomplished by drying the soils, working thin lifts of 1-1/2-inch rock (minimum size) float rock into the excavation bottom until stabilization is achieved, or by lime or cement treatment of the soils. Geotextiles may be used as an alternative.

ISSUE 13: SEICHE AND TSUNAMI HAZARDS

Setting. Tsunamis are seismically induced sea waves that can be of sufficient size to cause substantial damage to coastal areas. The last major tsunami in Southern California was in 1812, generated by an earthquake in the Santa Barbara Channel. The largest tsunami wave amplitude

recorded by modern instrumentation in Ventura County was 8.8 feet, associated with the Chilean earthquake of 1960. In 2010, an earthquake in Chile generated a tsunami which caused minor damage to structures and vessels in the Ventura Harbor. A tsunami generated by a volcanic eruption in Tonga in January 2022 caused minor damage to a few boats in the Ventura Harbor. A tsunami occurred in the region on July 30, 2025, associated with a magnitude 8.8 earthquake off the coast of Russia, but no substantial damage was reported. The nearest tsunami inundation hazard area is located approximately 7 miles south of the Animal Shelter site near Mugu Lagoon (California Geological Survey, 2021).

Seiches are oscillating waves that occur in enclosed or semi-enclosed bodies of water such as lakes and bays. Seiches are commonly caused by earthquakes. There is no record of a seiche occurring in Ventura County. The nearest body of water that may be subject to seiches is Lake Sherwood, located approximately 13 miles southeast of the Animal Shelter site.

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. Potentially significant project impacts related to seiche and tsunami hazards include:

- The proposed project is located within about 10 to 20 feet of vertical elevation from an enclosed body of water such as a lake or reservoir. The height of hazard above the water level is dependent on the ground motion intensity, duration of shaking, and subsurface topography of the lake or reservoir and surface topography of the shoreline.
- The proposed project is located in a mapped area of tsunami hazard as shown on Tsunami Hazard Maps prepared by the California Emergency Management Agency.

Impacts (NI). The proposed project is not located in a tsunami hazard zone and would not increase the severity or the number of persons potentially affected by a tsunami. The proposed project is not located in a seiche hazard zone and would not increase the severity or the number of persons potentially affected by a seiche. Therefore, no impact would occur.

ISSUE 14: LANDSLIDES/MUDFLOW HAZARD

Setting. Areas of high landslide or mudflow potential are typically hillside areas with slopes of greater than 10 percent. The Animal Shelter site is not located within a seismically-induced landslide hazard area (California Department of Conservation, 2002).

Significance Thresholds. A project would have a significant impact if the Animal Shelter site would be affected by a landslide/mudflow hazard or contribute to landslides/mudslides that could not be mitigated. The threshold for landslide/mudflow hazard is determined by the Public Works Agency Certified Engineering Geologist based on the location of the site or project within, or outside of mapped landslides, potential earthquake induced landslide zones, and geomorphology of hillside terrain.

Impacts (NI). The Animal Shelter site is located within a level area of even elevation, with no slopes nearby. Therefore, project would not be subject to hazards associated with landslides or mudslides, and no impact would occur.

ISSUE 15: EXPANSIVE SOILS HAZARDS

Setting. Expansive soils are primarily clay-rich soils subject to changes in volume with changes in moisture content. Based on the regional soil map, soils at the Animal Shelter site are mapped as Pacheco silty clay loam and Camarillo loam; both classified as having a moderate shrink-swell potential (Edwards et al., 1970).

Significance Thresholds. The determination of a significant soils expansion effect shall be based upon an inquiry of whether a proposed project will expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving soil expansion if it is located within an expansive soils hazard zone or where soils with an expansion index greater than 20 are present.

Impacts (NI). Based on testing of soils obtained from on-site borings as part of the Geotechnical Investigation for the project, soils at the Animal Shelter site are rated as very low or low for expansiveness (Earth Systems Pacific, 2025). The proposed project would be constructed to withstand the effects of expansive soils rated as low expansiveness, and damage or impact to adjacent properties would not occur.

ISSUE 16: SUBSIDENCE HAZARD

Setting. Subsidence is generally related to over-pumping of groundwater or petroleum reserves from deep underground reservoirs. The Animal Shelter site is included within a probable subsidence zone identified in the Ventura County General Plan Hazards Appendix (updated 2011). Subsidence of up to 2.2 feet occurred in the Pleasant Valley area by the early 1970's due to over-pumping of groundwater in this area (Fox Canyon Groundwater Management Agency, 2007).

Significance Thresholds. The determination of a significant subsidence effect is based upon an inquiry of whether a proposed project will expose people or structures to potential adverse effects, including the risk of loss, injury, or death involving subsidence if it is located within a subsidence hazard zone.

Impacts (NI). As indicated under Water Resources (Issue 2 above), groundwater levels in the area are relatively constant and additional subsidence is not anticipated. As such, the project would neither cause nor be subjected to ground subsidence, and no impact would occur.

ISSUE 17: HYDRAULIC HAZARDS

Part 17.a Non-FEMA (Erosion & Siltation)

Setting. Generally, erosion is the wearing away of soil and rock by weathering, mass wasting, and the action of streams, glaciers, waves, wind and underground water. The process of deposition of sediment from a state of suspension in water or air is referred to as sedimentation or siltation.

Significance Thresholds. The project would have a significant impact if it would cause substantial erosion or siltation. Potential erosion/siltation hazards and flooding hazards are addressed through compliance with the Ventura County Watershed Protection District's Standards and Specifications Design Manual. Erosion/siltation hazards and the effects of flooding hazards are required to be considered within the existing framework of grading and building code ordinances, which apply to all sites and projects.

Impacts (NI). The proposed project is located approximately 880 feet north of the Pleasant Valley Road Drain, a maintained, earthen trapezoidal channel. The proposed project would not encroach on the Pleasant Valley Road Drain and would not cause or be subject to erosion or siltation associated with water flow or winds. Therefore, there would be no impact.

Part 17.b FEMA

Setting. The nearest FEMA-regulated floodplain to the Animal Shelter site is the Camarillo Hills Drain, located approximately 2,100 feet to the north (Flood Insurance Rate Map panel 06111C0929E, effective January 20, 2010).

Significance Thresholds. Methodology to determine the significance of impacts is taken from the Ventura County ISAG:

- No Impact: If the entire development is located outside of the boundaries of a Special Flood Hazard Area and is located entirely within a FEMA-determined 'X-Unshaded' flood zone (beyond the 0.2% annual chance floodplain: beyond the 500-year floodplain).
- Less than Significant: If the entire development is located outside of the boundaries of a Special Flood Hazard Area and is located entirely within a FEMA-determined 'X-Shaded' flood zone (within the 0.2% annual chance floodplain: within the 500-year floodplain). If the proposed development, in part or in whole, is located within the boundaries of a Special Flood Hazard Area, but is located outside of the boundaries of the Regulatory Floodway, if it can be demonstrated that the proposed development can be designed and constructed, as part of the Floodplain Development Permit and Building Permit processes, to be in compliance with all applicable floodplain management standards and measures.

- Potentially Significant – Mitigation Incorporated: Potentially significant impacts from the 1% annual chance flood can be mitigated through project design or measures, such as but not limited to, relocating the proposed development elsewhere on the property where the risk of flood damage is potentially lower, implementing FEMA-supported building construction and grading technologies that mitigate flood damage and thereby reducing the risk of the flood hazard.
- Potentially Significant: If the proposed development, in part or in whole, is located within the boundaries of the Regulatory Floodway, as determined using the 'Effective' and latest available Flood Insurance Rate Maps.

Impacts (NI). The project would not encroach on the 100-year floodplain, and would not be adversely affected by floodwaters. As determined by the ISAG thresholds, no impact would occur.

ISSUE 18: FIRE HAZARDS

Setting. The Animal Shelter site is surrounded by developed lands and is not located within a high fire hazard severity zone. The Ventura County Fire Department Headquarters and Station 50 are located at the Camarillo Airport. Station 50 is located approximately 0.8 miles northeast of the Animal Shelter site, serves the airport area, and includes a crash rescue unit for aircraft. The Animal Shelter site is not located near any non-irrigated flammable vegetation, with irrigated baseball fields to the south, row crops to the west and the Camarillo Airport to the north.

Significance Thresholds. Projects located within High Fire Hazard Areas/Fire Hazard Severity Zones (FHSZ) or Hazardous Watershed Fire Areas may have a significant fire hazard impact. The fire hazard impact can be mitigated by compliance with Building and Safety requirements for structures and the Fire Protection District Hazard Abatement program which calls for the clearing of brush, flammable vegetation, or combustible growth located within 100 feet of structures or buildings. Projects not located within High Fire Hazard Areas/FHSZ or Hazardous Watershed Fire Areas will not have a significant impact.

Impacts (NI). The Animal Shelter site is not located within a High FHSZ and is served by a nearby fire station. The proposed project would not result in uses that would create an increase in fire hazard compared to existing conditions. Therefore, no impact would occur.

ISSUE 19: AVIATION HAZARDS

Setting. The Camarillo Airport (Airport) is located immediately north of the Animal Shelter site. The Animal Shelter site is located outside the approach and clear zones of the Airport, within an "Industrial" designation as per the Airport Comprehensive Land Use Plan for Ventura County. The northwestern portion of the Animal Shelter site, including the Administration Building, is located within a Height Restriction Zone. The entire Animal Shelter site is located within the Traffic Pattern Zone as identified the Airport Comprehensive Land Use Plan (see Figure 6).

Significance Thresholds. A review of a project's potential aviation hazards, as those hazards relate to proposed development of properties near County public airports, will focus on that project's compliance with the County's Airport Comprehensive Land Use Plan and pre-established Federal criteria set forth in Federal Aviation Regulation Part 77 (Obstruction Standards), as well as those recommendations for good land-use planning made by State and county governments. The Airport Land Use Commission will give special attention to all residential development within the sphere of influence of County airports, as well as churches, schools and high commercial purpose buildings within the same sphere of influence. Projects which do not meet these applicable criteria may have the potential to cause a significant aviation impact.

Impacts (LS). The project consists of renovation of the Animal Shelter facility, an existing land use which is generally consistent with the "Industrial" land use designation. The proposed Adoption Building would be slightly taller (about 4 feet) than the existing buildings but would not be located in the Height Restriction Zone, and would not penetrate approach or departure imaginary surfaces as shown in the updated Airport Layout Plan. As a quasi-commercial land use, the existing and expanded Animal Shelter is a conditionally acceptable land use in the Traffic Pattern Zone.

The Administration Building is located within the Height Restriction Zone designated in the Airport Comprehensive Land Use Plan (see Figure 6), but the height of this building following renovation would be about the same as existing (20 feet, 6 inches). The project would not involve any activities or structures that are incompatible with the safe operation of aviation facilities, and impacts to aviation safety would be less than significant.

ISSUE 20: HAZARDOUS MATERIALS/WASTE

Part 20.a Materials

Setting. Hazardous materials are defined as any material that, because of its quantity, concentration, physical or chemical characteristics poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment (Ventura County Resource Management Agency, 2020b). As discussed in Issue 8.b (Historical Resources), the Animal Shelter site was part of a military base and may have been affected by the use of hazardous materials. A review of the "Geotracker" online database of the State Water Resources Control Board (SWRCB) identified the following sites with reported hazardous materials releases located within 3,000 feet of the Animal Shelter site:

- Camarillo Work/Furlough (350 Willis Street): leaking underground diesel fuel storage tank, the leak was discovered in 1995, the case closed by SWRCB in 1996.
- Freedom Park pool facility (535 Houck Street): two leaking underground diesel fuel storage tanks, the tanks were removed in 2008 and the case was closed by SWRCB in 2009.

- Pleasant Valley Recreation & Park District (380 Skyway Drive): leaking underground gasoline storage tank; the leak was discovered and the tank was removed in 1998, groundwater treatment was conducted from 2002 to 2008 and the case was closed by SWRCB in 2009.
- Camarillo Airport (229 Durley Avenue): leaking underground diesel storage tank, the leak was discovered in 1986, the tank was removed, the case was closed by SWRCB in 1989.
- Camarillo Airport (Airport Way/Durley Avenue): leaking underground waste oil storage tank; the leak discovered in 1991, the tank was removed, and the case was closed by SWRCB in 1997.
- Camarillo Airport (715 Aviation Drive, generator building): two leaking underground diesel fuel storage tanks, the leak was discovered and the tanks were removed in 1996, and the case was closed by SWRCB in 1997.
- Camarillo Airport (385 Willis Avenue): leaking underground gasoline storage tank, the leak was discovered in 1990, the tank was removed, the case was closed by SWRCB in 1997.
- Ventura County Fire Department (575 Aviation Drive): leaking underground waste oil storage tank, the leak was discovered in 1990, the tank was removed, the case was closed by SWRCB in 1991.
- Ventura County Department of Airports (555 Eubanks Street): leaking underground aviation fuel storage tank, the leak was discovered in 1999, the tank was abandoned in place, groundwater monitoring was conducted, and the case was closed by SWRCB in 2007.
- Ventura County Community College District expansion property (333 Skyway Drive): discovery of historic trichloroethene soil contamination on January 9, 2007, groundwater monitoring was conducted, a health risk assessment was prepared and the case was closed by SWRCB in 2007.

Significance Thresholds. Methodology to determine the significance of impacts is taken from the Ventura County ISAG:

- No Impact: the proposed project will not utilize hazardous materials.
- Less than Significant: A project will utilize hazardous materials that are subject to regulation by the Environmental Health Division and/or Ventura County Fire Protection District (VCFPD). Compliance with applicable State regulations enforced by the Environmental Health Division and/or VCFPD will reduce potential project related and cumulatively impacts to a less than significant level. A determination of less than significant will be made when the project will utilize

hazardous materials and will be connected to an onsite sewage disposal system. For development in areas without public sewer service, intentional or unintentional discharges of hazardous materials into a building's plumbing system may result in groundwater contamination. State regulations have been enacted to ensure that public health, the environment and natural resources are protected from potential adverse impacts from the improper storage, handling and disposal of hazardous materials. Compliance with these State regulations will reduce potential impacts to a less than significant level.

- Potentially Significant - Mitigation Incorporated: Project related and cumulatively potentially significant impacts from hazardous material(s) can be successfully mitigated to a less than significant level by project design or measures using currently acceptable technology and/or through adoption of specific project condition. Compliance with applicable regulations enforced by the Environmental Health Division and through adoption of a specific project conditions will mitigate existing underground tanks not in compliance to a less than significant level.
- Potentially Significant: Project related and cumulatively significant or potentially significant impacts from hazardous materials cannot be feasibly mitigated to a less than significant level using currently available information.

Impacts (PS-M). Earthwork associated with construction of new buildings, expansion of existing buildings, and installation of utilities may encounter contaminated soils (hydrocarbons, pesticides, asbestos, lead and other chemicals) associated with past land uses, and could expose the public to these hazardous materials. In addition, demolition of existing buildings may disturb asbestos-containing materials, causing these materials to become airborne, which could be inhaled/ingested by the public. These impacts are considered potentially significant. However, implementation of the following mitigation measures would reduce hazardous material impacts to a less than significant level.

Mitigation. The following measures shall be implemented prior to proposed renovation and demolition activities associated with both Phase 1 and the future phase:

- An asbestos-containing materials survey shall be conducted at all buildings to be renovated or demolished. Affected areas shall be visually inspected to identify and categorize suspect materials to be impacted by the project. Representative bulk samples of suspect materials shall be collected and analyzed by a qualified laboratory using EPA Method 600/R-93/116.
- All asbestos-containing materials identified during the survey and laboratory analysis shall be removed from buildings to be renovated or demolished prior to demolition by a licensed asbestos abatement contractor accredited through the Asbestos Hazard Emergency Response program, according to APCD Rule 62.7.

- Recovered asbestos-containing materials shall be transported to a disposal site authorized to accept asbestos, such as the Azusa Land Reclamation Management Facility (if asbestos is determined to be friable).
- Soil samples shall be taken in areas to be excavated, and tested for historic hydrocarbons, pesticides, asbestos, lead and other potential contaminants associated with past operation of the Oxnard Air Force Base, other past airport operations and storage of vehicles and equipment in the expansion area. Soils with contaminant concentrations exceeding soil screening levels established by the California Department of Toxic Substances Control and Office of Environmental Health Hazard Assessment shall be removed from the site prior to excavation and transported to an authorized disposal site.

Part 20.b Hazardous Waste

Setting. Hazardous materials become hazardous waste when the material has been used for its original intended purpose and is going to be discarded or recycled.

Significance Thresholds. Methodology to determine the significance of impacts is taken from the Ventura County ISAG:

- No Impact: The proposed project will not produce hazardous waste.
- Less than Significant: The project will produce hazardous waste that is subject to State regulations enforced by the Environmental Health Division. The project will produce hazardous waste and will be connected to an onsite sewage disposal system. A determination of less than significant will be made when the project will utilize hazardous materials and will be connected to an onsite sewage disposal system. For development in areas without public sewer service, intentional or unintentional discharges of hazardous materials into a building's plumbing system may result in groundwater contamination. State regulations have been enacted to ensure that public health, the environment and natural resources are protected from potential adverse impacts from the improper storage, handling and disposal of hazardous materials. Compliance with these State regulations will reduce potential impacts to a less than significant level.
- Potentially Significant – Mitigation Incorporated: The project will produce hazardous waste, and the Environmental Health Division identifies that a potentially project related and cumulative significant impact is present which can be successfully mitigated to a less than significant level by project design or measures using currently acceptable technology and/or through adoption of specific project condition.
- Potentially Significant: If the Environmental Health Division finds that the character and quantity of the hazardous waste produced by the project and cumulative

projects may seriously degrade groundwater that cannot be feasibly mitigated to a less than significant level.

Impacts (LS). The proposed project is limited to renovation of the existing Animal Shelter. The veterinary uses would generate a limited amount of biohazardous (medical) waste, such as sharps and contaminated materials. This waste would be handled, stored, and disposed of through the same procedures currently used at the facility and in compliance with applicable regulations. Because these procedures are existing conditions and no new types or substantially greater quantities of hazardous materials would be introduced, impacts related to hazardous waste would be less than significant.

ISSUE 21: NOISE AND VIBRATION

Setting. Noise is generally defined as unwanted or objectionable sound. Noise levels are measured on a logarithmic scale because of physical characteristics of sound transmission and reception. Noise energy is typically reported in units of decibels (dB). Noise levels diminish (or attenuate) as distance to the source increases according to the inverse square rule, but the rate constant varies with the type of sound source. Sound attenuation from point sources such as industrial facilities is about 6 dB per doubling of distance. Heavily traveled road with few gaps in traffic behave as continuous line sources and attenuate at 3 dB per doubling of distance. Noise from more lightly traveled roads is attenuated at 4.5 dB per doubling of distance.

Community noise levels are measured in terms of the A-weighted decibel (dBA). A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. Equivalent noise level (Leq) is the average noise level on an energy basis for a specific time period. The duration of noise and the time of day at which it occurs are important factors in determining the impact of noise on communities. Noise is more disturbing at night and noise indices have been developed to account for the time of day and duration of noise generation. The Community Noise Equivalent Level (CNEL) and Day-Night Average Level (DNL or Ldn) are such indices. These indices are time-weighted, and average acoustic energy values over a 24-hour period. The CNEL index penalizes nighttime noise (10 p.m. to 7 a.m.) by adding 10 dB and evening noise (7 p.m. to 10 p.m.) by adding 5 dB to account for increased sensitivity of the community during these hours. The Ldn index penalizes nighttime noise the same as the CNEL index but does not penalize evening noise.

The dominant source of noise in the project area is motor vehicle traffic on local roadways (Pleasant Valley Road, U.S. Highway 101, Las Posas Road), Union Pacific Railroad/Metrolink tracks and aircraft using the adjacent Camarillo Airport. Consistent with the ISAG, noise sensitive uses are considered dwellings, schools, hospitals, nursing homes, churches and libraries. Existing noise sensitive uses in the project area include residential areas to the north and several schools to the east and northeast. The nearest noise sensitive land use is Frontier High School, located approximately 0.4 miles to the east.

Noise levels were measured at the two locations within or adjacent to the Animal Shelter site on March 17, 2025, using a Larson-Davis LXT Type 1 Precision Integrating Sound Level Meter. The Meter was calibrated using a Larson-Davis CAL200 Calibrator at 94 dBA. The measured 20-minute dBA Leq noise values were:

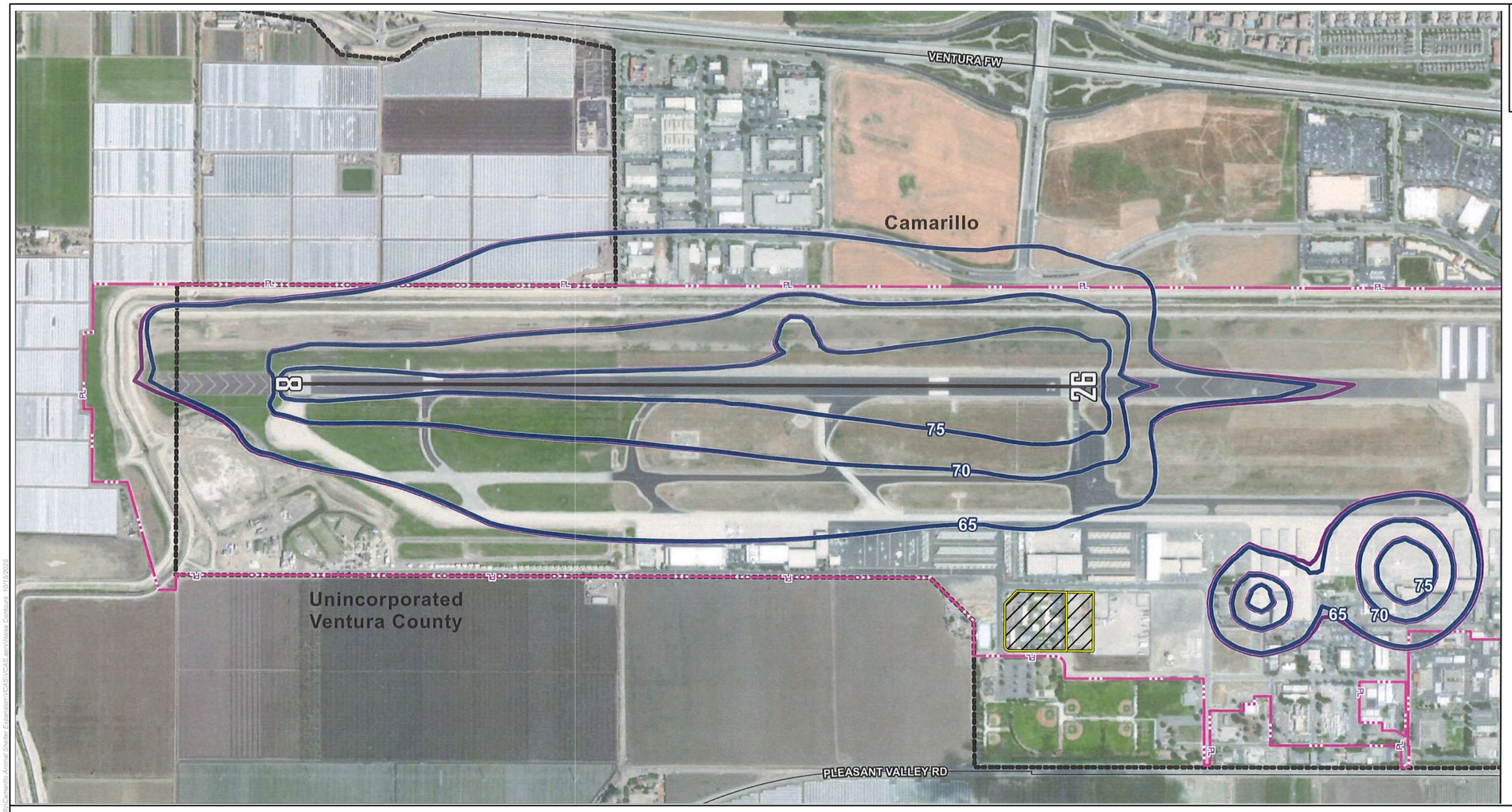
Animal Shelter public parking lot (~60 feet south of the centerline of Aviation Drive): 58.1 dBA Leq (afternoon noise reading from 1:16 p.m. to 1:36 p.m.).

Freedom Park dog park (90 feet south of the Animal Shelter site): 57.7 dBA Leq (afternoon noise reading from 12:52 p.m. to 1:12 p.m.).

Predominant noise sources during noise measurements were aircraft, motor vehicles and dogs barking. Noise levels generated by dog barking are expected to be highest in the morning when dogs are fed, and when staff or volunteers are present at the kennels. Nighttime dog barking noise is expected to be low as Animal Shelter staff or volunteers are not present.

A 14 CFR Part 150 Noise Compatibility Planning Study was prepared for the Ventura County Department of Airports in November of 2025 by Coffman Associates (2025b). This Study determined that the 65 dBA CNEL noise contour associated with existing (2022) and future (2027) airport operations would be virtually the same and mostly limited to the runway area, but the contour extends slightly to the north (see Figure 8). The nearest 65 dBA CNEL noise contour to the Animal Shelter site associated with runway operations is approximately 460 feet to the north. The 65 dBA CNEL noise contour associated with existing and future helicopter operations is located approximately 900 feet east of the Animal Shelter site.

Based on noise contours presented in the 2015 City of Camarillo General Plan Noise Element, the Animal Shelter site is located outside the existing (2015) and future (2035) 60 dBA CNEL contour generated by traffic on Pleasant Valley Road.



LEGEND:

Site Boundary
Railroad
Roads
Runway Centerline
2022 CNEL Noise Contours
2027 CNEL Noise Contours
Airport Propery Line
Jurisdictional Boundaries

Source: Coffman Associates Analysis
Coordinate System:NAD 1983 StatePlane California V FIPS 0405 Feet
Notes: CNEL = Community Noise Equivalent Level
This map was created for informational and display purposes only.

padre associates
ENGINEERS, GEOLOGISTS & ENVIRONMENTAL SCIENTISTS

PROJECT NAME: CAMARILLO ANIMAL SHELTER RENOVATION PROJECT VENTURA COUNTY, CA
PROJECT NUMBER: 2502-0681
DATE: October 2025

EXISTING AND FUTURE AIRPORT NOISE CONTOURS

FIGURE 8

Z:\GIS Projects\GIS Maps\GIS Data\Project Specific\Camarillo Animal Shelter Expansion\VCAS\VCAS.aprx\Noise Contours 10/15/2025

Significance Thresholds. Policy HAZ-9.2 of the Ventura County 2040 General Plan provides the following thresholds:

> Noise-sensitive uses proposed to be located near highways, truck routes, heavy industrial activities and other relatively continuous noise sources shall incorporate noise control measures so that:
>
> - Indoor noise levels in habitable rooms do not exceed 45 dBA CNEL; and
> - Outdoor noise levels do not exceed 60 dBA CNEL or 65 dBA Leq during any hour.
>
> Noise generators proposed to be located near any noise sensitive use shall incorporate noise control measures so that ongoing outdoor noise levels received at the noise receptor, measured at the exterior wall of the building do not exceed any of the following standards:
>
> - Leq1H of 55 dBA or ambient noise level plus 3 dBA, whichever is greater, during any hour from 6 a.m. and 7 p.m.
> - Leq1H of 50 dBA or ambient noise level plus 3 dBA, whichever is greater, during any hour from 7 p.m. and 10 p.m.
> - Leq1H of 45 dBA or ambient noise level plus 3 dBA, whichever is greater, during any hour from 10 p.m. and 6 a.m.
>
> 2040 General Plan Policy HAZ-9.2(5) requires construction noise to be evaluated and mitigated in accordance with the Construction Noise Threshold Criteria and Control Plan prepared by Advanced Engineering Acoustics (2010). Based on this document, noise-sensitive receptors include:
>
> - Hospitals and nursing homes (sensitive 24 hours/day).
> - Residences (sensitive during evening and nighttime – 7 pm to 7 am).
> - Hotels and motels (sensitive during evening and nighttime).
> - Schools, churches and libraries (daytime and evening, when in use).
>
> The following construction noise thresholds criteria apply to schools:
>
> - Daytime construction (longer than 8 weeks): 55 dBA Leq OR ambient noise level + 3 dBA (7 a.m. to 7 p.m.)
> - Evening construction: 50 dBA Leq OR ambient noise level + 3 dBA (7 to 10 p.m.)

Impacts (LS). Short-Term: Construction. The proposed project would generate noise during the demolition and construction phases of both Phase 1 and the future phase of the project. Potential noise sensitive receptors in the project area are limited to local schools. Noise levels would vary substantially during the construction period, and work may be suspended for a few weeks at a time during this period.

Construction noise from the proposed project was estimated using the Federal Highway Administration's Roadway Construction Noise Model for a peak construction day during site preparation, which the phase expected to use the most equipment as a worst case scenario for noise generation. Modeled noise sources were a backhoe, dozer, grader, and three loaders operating simultaneously. The modeled construction noise level at the closest noise-sensitive land use, Frontier High School (approximately 0.40 miles away), is 52.5 dBA Leq, which is below ambient conditions. Demolition and construction would be limited to daytime hours, and modeled noise levels would not exceed the 55 dBA Leq daytime threshold at noise-sensitive receptors. Therefore, short-term noise impacts from demolition and construction are considered less than significant.

The Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual, and the California Department of Transportation (Caltrans) Transportation and Construction Vibration Guidance Manual recommend that a PPV of 0.2 inch per second should be used as a maximum PPV for the protection of residential buildings and that a PPV of 0.01 inch per second would be barely perceptible by humans (Caltrans, 2020) (FTA, 2018). The FTA further indicates that a frequent event vibration velocity level of 65 vibration decibels (VdB) is the lower threshold for human perception and 80 VbB is the annoyance threshold for humans (FTA, 2018).

Tables 7 and 8 below list select construction equipment similar to that proposed for use within the Project area and the predicted peak vibration levels values and predicted peak vibration velocity levels for typical construction equipment at the nearest occupied structure and Frontier High School. The estimate of the attenuation of vibration levels and vibration velocity levels for construction equipment shown in Table 7 and Table 8 were calculated using the following formulas:

Vibration Attenuation Level:

$$\mathbf{PPV_{equip} = PPV_{ref}*(25/D)^{n}}$$

Where:

$\mathbf{PPV_{Equip}}$ = Estimated PPV

$\mathbf{PPV_{ref}}$ = PPV at 25 feet (Caltrans, 2020)

D = Distance in feet from equipment

^{n} = attenuation rate through the ground

Vibration Velocity Attenuation Level:

$$\mathbf{L_{vdistance} = L_{vref} - 30*log(D/25)}$$

Where:

$\mathbf{L_{vdistance}}$ = Root mean square vibration velocity level adjusted for distance

$\mathbf{L_{ref}}$ = Source reference vibration level in VdB at 25 feet (FTA 2006)

D = Distance in feet from equipment

Table 7. Predicted Peak Vibration Levels at the Nearest Sensitive Receptors

Equipment	Nearest Occupied Structure 140 Feet from Source PPV (in/sec)	Frontier Hight School 2,112 Feet from Source PPV (in/sec)
Large Bulldozer	0.0095	0.0003
Loaded Haul Trucks	0.0081	0.0002
Small Bulldozer	0.0003	0.00001
Vibratory Roller	0.0224	0.0007

Source: Calculated using Caltrans methodology.

Table 8. Predicted Peak Vibration Velocity Levels at the Nearest Sensitive Receptors

Equipment	Nearest Occupied Structure 140 Feet from Source PPV (in/sec)	Frontier Hight School 2,112 Feet from Source PPV (in/sec)
Large Bulldozer	63.7	29.2
Loaded Haul Trucks	62.7	28.2
Small Bulldozer	70.7	36.2
Vibratory Roller	34.7	0.197

Source: Calculated using FTA methodology.

The peak vibration level at the nearest occupied structure was estimated to be 0.0095 PPV, which is below the level that is perceptible by human ears. The peak vibration velocity level estimated for the nearest occupied structure was below the annoyance threshold of 80 VdB. Based on a comparison of the estimated peak vibration levels and peak vibration velocity to the vibration levels indicated by the Caltrans and the FTA, the impacts of ground vibration generated from Project activities would be considered a less than significant impact.

Long-Term: Operation. The proposed increase in staffing and on-site animal population would not result in detectable noise increases at adjacent land uses. However, the potential expansion of adoption hours into evening hours (past 7 p.m.) may increase 24-hour (CNEL) noise levels at nearby land uses. Due the large distance to noise-sensitive land uses (0.4 miles to the nearest school and 0.8 miles to the nearest residence), any increases would not be detectable over background noise levels (primarily generated by traffic on U.S. Highway 101).

ISSUE 22: DAYTIME GLARE

Setting. Sources of glare in the immediate project area are limited to windows at the large aircraft hanger to the north and windows at the existing Animal Shelter. Sources of light adjacent to the Animal Shelter site include exterior lighting at aircraft hangars to the north, at the truck storage area to the east, at Freedom Park to the south (mostly used only for events) and the roller hockey rink to the west. The existing Animal Shelter site also includes exterior (mostly fluorescent) lighting

at each building, which are on during the hours of darkness (on a timer) and are directed downward.

Significance Thresholds. Methodology to determine the significance of impacts is taken from the Ventura County ISAG. The project would have a significant impact if:

- The proposed project would create a new source of disability glare or discomfort glare for motorists travelling on any road of the County's Regional Road Network.
- The post-project luminance histogram (generated by a computer-based comparison of before and after digital photographs) would be greater than 3 times the median background.

Impacts (LS). The proposed buildings would include windows (see Figure 5), which would reflect sunlight and may cause glare. However, there are no residential land uses in the area, and proposed landscaping trees and shrubs would screen motorists on Aviation Drive from potential glare. Exterior lighting would be provided adjacent to the renovated and proposed buildings and would be consistent with existing lighting. Therefore, potential impacts with respect to daytime glare would be less than significant.

ISSUE 23: PUBLIC HEALTH

Setting. A public health issue is defined by the County's ISAGs as a human health related issue, such as, but not limited to, vectors, bioaerosols, and other pathogens or environmental factors that may pose a substantial present or potential hazard to public health. Note that hazardous materials or waste that may adversely affect human health are addressed under Issue 20.

Animals held at the existing Animal Shelter can spread disease to humans in several ways, including bacteria (leptospirosis, salmonella, E. coli, tick-borne disease, cat scratch disease), viruses (rabies), fungi (ringworm), intestinal parasites (roundworms, hookworms, tapeworms, giardia, toxoplasma) and external parasites (scabies, fleas, ticks). Cats feeding on wild rodents have the potential to spread bubonic plague to humans.

However, existing intake staff, facilities, and procedures minimize the contact of diseased animals with the public. The Animal Shelter helps protect public health by providing low-cost rabies vaccination clinics and diagnosing disease in feral/stray animals brought to the Animal Shelter and treating or euthanizing them as appropriate.

Significance Thresholds. Significance for public health related impacts must be determined on a case-by-case basis, and is related to project type, location, and other environmental factors.

Impacts (NI). The proposed project would increase the amount of animal holding facilities, providing more space for feral/stray animals which may result in additional holding of potentially diseased animals and reduce the potential for disease transmission to the general public. The project would also provide additional veterinary services to serve the larger number of holding spaces. Overall, the proposed renovation would not result in an increase in public health impacts.

ISSUE 24: GREENHOUSE GASES

Setting. Climate change, often referred to as “global warming” is a global environmental issue that refers to any significant change in measures of climate, including temperature, precipitation, or wind. Climate change refers to variations from baseline conditions that extend for a period (decades or longer) of time and is a result of both natural factors, such as volcanic eruptions, and anthropogenic, or man-made, factors including changes in land-use and burning of fossil fuels. Anthropogenic activities such as deforestation and fossil fuel combustion emit heat-trapping greenhouse gases (GHG), defined as any gas that absorbs infrared radiation within the atmosphere.

Worldwide, 2023 was the warmest year on record, 2016 was the second-warmest year, and 2014–2023 was the warmest decade on record since thermometer-based observations began. Global average surface temperature has risen at an average rate of 0.17°F per decade since 1901, similar to the rate of warming within the contiguous United States. Since the late 1970s, however, the United States has warmed faster than the global rate.

GHG emissions are a global issue, as climate change is not a localized phenomenon. Eight recognized GHGs are described below. The first six are commonly analyzed for projects, while the last two are often excluded for reasons described below.

- Carbon Dioxide (CO_2): natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic degassing; anthropogenic sources of CO2 include burning fuels such as coal, oil, natural gas, and wood.
- Methane (CH_4): natural sources include wetlands, permafrost, oceans and wildfires; anthropogenic sources include fossil fuel production, rice cultivation, biomass burning, animal husbandry (fermentation during manure management), and landfills.
- Nitrous Oxide (N_2O): natural sources include microbial processes in soil and water, including those reactions which occur in nitrogen-rich fertilizers; anthropogenic sources include industrial processes, fuel combustion, aerosol spray propellant, and use of racing fuels.
- Chlorofluorocarbons (CFCs): no natural sources, synthesized for use as refrigerants, aerosol propellants, and cleaning solvents.
- Hydrofluorocarbons (HFCs): no natural sources, synthesized for use in refrigeration, air conditioning, foam blowing, aerosols, and fire extinguishing.
- Sulfur Hexafluoride (SF_6): no natural sources, synthesized for use as an electrical insulator in high voltage equipment that transmits and distributes electricity. SF6 has a long lifespan and high global warming potential.

- Ozone: unlike the other GHGs, ozone in the troposphere is relatively short-lived and, therefore, is not global in nature. Due to the nature of ozone, and because this Project is not anticipated to contribute to upper atmospheric ozone concentrations, it is excluded from consideration in this analysis.
- Water Vapor: the most abundant and variable GHG in the atmosphere. It is not considered a pollutant and maintains a climate necessary for life. Because this Project is not anticipated to contribute significant levels of water vapor to the environment, it is excluded from consideration in this analysis.

The primary GHGs that would be emitted during construction and operation of the proposed Project are CO_2, CH_4 and N_2O. The proposed project is not expected to have any associated use or release of HFCs, CFCs or SF_6.

CO_2 is also used as a reference gas for climate change. To account for different GHG global warming potentials, emissions are often quantified and reported as CO_2 equivalents (CO_2E). Currently, the CO_2 global warming potential is set at a reference value of 1, CH_4 has a global warming potential of 27.9 (i.e., 1 ton of methane has the same global warming potential as 27.9 tons of CO_2), while nitrous oxide has a global warming potential of 273.

Climate change is having and will continue to have widespread impacts on California's environment, water supply, energy consumption, public health and economy. Many impacts already occur, including increased fires, floods, severe storms, and heat waves. Documented effects of climate change in California include increased average, maximum, and minimum temperatures; decreased spring runoff to the Sacramento River; shrinking glaciers in the Sierra Nevada; sea-level rise at the Golden Gate Bridge and San Francisco Bay; warmer temperatures in Lake Tahoe, Mono Lake, and other major lakes; and plant and animal species found at changed elevations (California Governor's Office of Planning and Research, 2018).

The primary legislation affecting GHG emissions in California is the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32). AB 32 (Nuñez; Chapter 488, Statutes of 2006) focuses on reducing GHG emissions in California and required the State to reduce GHG emissions to 1990 levels by 2020. CARB prepared a Draft Scoping Plan for Climate Change in 2008 pursuant to AB 32. The Climate Change Scoping Plan was updated in May 2014 and November 2017.

In 2016, the State met the AB 32 target, 4 years early. The State Legislature passed Senate Bill (SB) 32 (Pavley; Chapter 249, Statutes of 2016), which codifies a 2030 GHG emissions reduction target of 40 percent below 1990 levels. With SB 32, the Legislature passed companion legislation AB 197, which provides additional direction for developing the Scoping Plan. The 2017 update to the Scoping Plan focused on strategies to achieve the 2030 target set by Executive Order B-30-15 and codified by SB 32.

Executive Order B-55-18, signed September 10, 2018, sets a goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." The goal of carbon neutrality by 2045 is in addition to other statewide goals, meaning not only should emissions be reduced to 80 percent below 1990 levels by 2050, but that, by no later than 2045, the remaining emissions should be offset by equivalent net removals of GHGs from the atmosphere, including through sequestration in forests, soils, and other natural landscapes. CARB finalized the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) on November 16, 2022, which lays out a path to achieve targets for carbon neutrality and reduce anthropogenic greenhouse gas emissions by 85 percent below 1990 levels no later than 2045.

As part of the Ventura County 2040 General Plan, a GHG emissions reduction strategy (which serves as the County's Climate Action Plan) was prepared and integrated with the General Plan as Appendix B. A baseline GHG inventory was prepared using a baseline year of 2015 and focusing on community-wide emissions. As indicated within General Plan Appendix B (Figure B-1), transportation (36%), solid waste (17%), building energy (17%), stationary source (16%), and agriculture (13%) made up the majority of GHGs in unincorporated Ventura County. The County's GHG emissions forecast predicts a 7.8 percent decrease from the 2015 baseline by the year 2050 for unincorporated Ventura County, based on implementation of existing State and Federal regulations. Ventura County GHG reduction goals and targets are similar to the State targets, but are focused on reductions in the County's 2015 GHG inventory:

- Two percent below 2015 levels by 2020
- 41 percent below 2015 levels by 2030
- 61 percent below 2015 levels by 2040
- 80 percent below 2015 levels by 2050

Significance Thresholds. To date, GHG thresholds of significance have not been adopted by the City of Camarillo or Ventura County. On November 8, 2011, the Ventura County APCD completed a staff report assessing several options and strategies in developing GHG thresholds for land development projects. Although no GHG thresholds were developed, the November 8, 2011 staff report stated that consistency with any GHG thresholds developed by the South Coast Air Quality Management District (SCAQMD) is preferred. On December 5, 2008, the SCAQMD governing board adopted an interim GHG significance threshold of 10,000 metric tons per year CO_2 equivalent (including amortized construction emissions) for industrial projects. Due to the lack of any other applicable threshold, this value is used in this analysis to determine the significance of the contribution of the project to global climate change.

Impacts (LS). Greenhouse gas emissions associated with Phase 1 project construction were estimated using the OFFROAD 2021 and EMFAC 2025 emissions estimation models developed by the CARB, based on construction beginning in 2028. Peak year (2028) annual construction

GHG emissions would be 867.3 metric tons CO_2 equivalent. Future phase project construction GHG emissions would be very similar. Since peak year construction GHG emissions would be less than the adopted significance threshold, climate change impacts are considered less than significant.

Project operational (both Phase 1 and the future phase) GHG emissions were estimated using the CalEEMod Model developed by the California Air Pollution Control Officers Association (version 2022.1.1.48). The increase in the Animal Shelter's annual GHG emissions associated with the proposed project would be 322 metric tons CO_2 equivalent. Since the project-related increase in annual operational GHG emissions would be less than the adopted significance threshold, climate change impacts are considered less than significant.

ISSUE 25: COMMUNITY CHARACTER

Setting. The Animal Shelter site is located on a parcel owned by the Ventura County Department of Airports (APN 230-0-030-24). The site is located within a commercial/light industrial area south of the airport facilities designated as "Industrial" in the Airport Comprehensive Land Use Plan for Ventura County (see Figure 6). Agricultural areas (row crops) are located approximately 400 feet west of the Animal Shelter site. The nearest residential area in the City of Camarillo is located to the north, approximately 0.8 miles from the Animal Shelter site.

Significance Thresholds. Significance thresholds are taken from the Ventura County ISAG. The project would have a significant impact to community character if it was:

- Inconsistent with the policies or development standards relating to community character of the Ventura County General Plan Goals, Policies and Programs Element.
- Individually or cumulatively when combined with recently approved, current, and reasonably foreseeable probable future projects would introduce physical development that is incompatible with existing land uses, architectural form or style, site design/layout, or density/parcel sizes within the community the project is located.

Impacts (NI). The proposed project would be limited to renovation of the existing Animal Shelter, which is consistent with applicable Ventura County General Plan policies and Camarillo General Plan policies (see Section 5.0), and airport-related safety zones (see Issue 19). The architectural style, design and development density would be consistent with the existing Animal Shelter. The proposed project would not conflict with adjacent land uses or zoning designations for the site. Additionally, the project would not disrupt or divide the physical arrangement of surrounding land uses. As such, impacts to community character would not occur.

ISSUE 26: HOUSING

Setting. The nearest residential area within the City of Camarillo is located to the north, approximately 0.8 miles from the Animal Shelter site.

Significance Thresholds. Methodology to determine the significance of impacts is taken from the Ventura County ISAG. The project would have a significant impact on housing if it would cause forced removal of four or more existing housing units or create substantial demand for new housing.

Impacts (LS). The project would not involve the removal of any existing housing. However, any project that would involve construction has the potential to generate a demand for construction worker housing. Construction of the project is not expected to generate a substantial demand for housing, as construction services are likely to be supplied by existing construction workers within the County. The increased Animal Shelter staffing needs associated with the proposed project would be approximately 14 full-time employees, such that a significant impact on housing demand is not anticipated. Therefore, project-related impacts would be less than significant.

ISSUE 27: TRANSPORTATION/CIRCULATION

The following analysis is consistent with the 2011 Ventura County ISAG, which do not address revisions to the State CEQA Guidelines (Section 15064.3) regarding determining the significance of transportation impacts. These revisions focus on increases in vehicle miles travelled associated with proposed changes in land use.

The proposed project would generate temporary construction-related vehicle trips, vehicle miles traveled and associated climate change and air quality impacts. The proposed project would generate up to 30 one-way passenger vehicle trips per day associated with worker transportation.

The proposed increase in staffing is estimated to generate 28 average daily passenger vehicle trips to accommodate approximately 14 new staff per day. Projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact (Governor’s Office of Planning and Research, 2017). Therefore, the project is consistent with Section 15064.3 of the State CEQA Guidelines.

Setting. The quality of traffic service provided by a roadway system can be described through the Level of Service (LOS) concept. LOS is a standardized means of describing traffic conditions by comparing traffic volumes in a roadway system with the system's capacity. An LOS rating of A-C indicates that the roadway is operating efficiently. Minor delays are possible on an arterial with a LOS of D. Level E represents traffic volumes at or near the capacity of the highway, resulting in possible delays and unstable flow.

Local access to the Animal Shelter is provided from Aviation Drive, via Convair Street or Eubanks Street and Pleasant Valley Road. A description of the project area roadways is provided below.

U.S. Highway 101, located north of the site, is a multi-lane freeway which serves as a major arterial for the City and is the principal intercity route along this portion of the Pacific Coast. It provides regional access to the project area via the Lewis Road, Flynn Road and Santa Rosa Road interchanges. Although it is a north-south highway in the State freeway system, U.S. Highway 101 is aligned in the east-west direction in the vicinity of the City. U.S. Highway 101 is a 6-lane freeway within the project area.

Pleasant Valley Road is a Class I/Primary Arterial that extends from Port Hueneme to U.S. Highway 101 east of the Animal Shelter site. Within the project area, it is a two-lane roadway that extends east-west and provides access to the site from Camarillo and Oxnard. Based on traffic counts conducted in 2024, Pleasant Valley Road carries 16,220 average daily tips (ADT) west of Las Posas Road (LOS D), with reduced ADT west of Eubanks Street (LOS C).

Las Posas Road is a Class I/Primary Arterial that extends northerly and parallel to Lewis Road between Pleasant Valley Road and U.S. Highway 101, where it turns into Mission Oaks Drive. The roadway provides access to the site from the residential and commercial uses north of the freeway. Based on traffic counts conducted in 2024, Las Posas Road carries 7,800 ADT north of East Fifth Street.

Part 27.a Roads and Highways

Roadway Significance Thresholds – Ventura County. The minimum acceptable level of service for County maintained local roads is LOS C, and LOS D for County thoroughfares and State highways. The project would have a significant impact on roads and highways if it would:

- Add one or more peak hour trip to a roadway currently operating at an unacceptable LOS; or
- Cause a roadway to fall below an acceptable LOS.

Intersection Significance Thresholds – Ventura County. The project would have a significant impact on intersection if it would:

- Increase volume/capacity ratios (V/C) by 0.20 for intersections operating at LOS A;
- Increase V/C by 0.10 for intersections operating at LOS C;

Significance Thresholds – City of Camarillo. Project impacts are significant and must be mitigated if they exceed the following thresholds:

- 30 per lane peak hour critical movement trips for intersections operating at LOS D;
- 20 per lane peak hour critical movement trips for intersections operating at LOS E; and

- 10 per lane peak hour critical movement trips for intersections operating at LOS F.

Level of Service

Impacts (LS). Traffic generated by the project would not cause Pleasant Valley Road to operate at an unacceptable LOS. In addition, peak hour traffic generated by the project would not cause congestion at nearby City intersections. Therefore, project impacts to these intersections would be less than significant.

Safety and Design of Public Roads

Impacts (NI). The project does not involve construction of a public road; therefore, no impacts to the safety and design of public roads would occur. Any project-related damage to public roadways would be repaired to City standards by the construction contractor.

Safety and Design of Private Access

Impacts (NI). The project does not involve construction of a private road; therefore, no impacts to the safety and design of private access roads would occur.

Tactical Access

Setting. Tactical access describes an organized system of roads that provides access to and from a Animal Shelter site in the event of any emergency or disaster. The project may have a significant impact with respect to tactical access if it would involve the construction of a public or private road with single access that is over 800 feet in length.

Impacts (NI). The project would utilize the existing access from Aviation Drive. Therefore, adequate emergency access to the site would be maintained.

Part 27.b Pedestrian/Bicycle Facilities

Setting. Based on the City of Camarillo's Bikeway Network Map, bikeways in the project area include Ventura Boulevard (Class 2, just north of the airport), Las Posas Road (Class 2, north of Pleasant Valley Road) and Springville Road (Class II, north of Ventura Boulevard). Pleasant Valley Road is not a designated bikeway, but includes paved shoulders and is occasionally used by bicyclists.

Significance Thresholds. A project that would cause actual or potential barriers to existing or planned pedestrian/bicycle facilities may have a significant impact. Projects that generate or attract pedestrian/bicycle traffic volumes meeting requirements for protected highway crossings or pedestrian and bicycle facilities may have a significant impact. Pedestrian overcrossings, traffic signals, and bikeways are examples of these types of facilities.

Impacts (NI). The proposed project would not adversely affect the use of Pleasant Valley Road, Las Posas Road or any designated bikeways by bicyclists and pedestrians.

Part 27.c Bus Transit

Setting. Bus service in the project area is provided by Vista along the U.S. Highway 101 corridor, with local service in Camarillo provided by the Camarillo Area Transit. The nearest bus stop is at the Metrolink Station, located 2.9 miles to the east-northeast.

Significance Thresholds. A project may have a significant impact if it would substantially interfere with existing bus transit facilities or create a substantial demand for bus transit facilities or services.

Impacts (NI). The proposed project would provide 14 additional full-time equivalent employment positions which could result in a very small increase in the local population. However, such a small and dispersed increase in population would not result in a detectable increase in demand for bus transit services or adversely affect bus transit facilities. Project-related construction activities would not hamper access to bus stops or bus service.

Part 27.d Railroads

Setting. The nearest tracks (Union Pacific Railroad/Metrolink) are located approximately 0.8 miles south of the Animal Shelter site.

Significance Thresholds. A project would normally have a significant impact on a railroad if it would substantially interfere with an existing railroad's facilities or operations.

Impacts (NI). The proposed project would not generate rail traffic or interfere with railroad operations. No impacts to railroads would occur.

Part 27.e Airports

Setting. The nearest airport is the Camarillo Airport, with airport facilities (hangars) located approximately 140 feet north of the Animal Shelter site.

Significance Thresholds. Incompatible land uses within 2 miles of an airport may have a significant impact.

Impacts (NI). The proposed buildings would not penetrate approach or departure imaginary surfaces as shown in the updated 2025 Airport Layout Plan and are located within an “Industrial” designation as per the Airport Comprehensive Land Use Plan for Ventura County. The project would not conflict with airport operations or adversely affect airport facilities (see Issue 19).

Part 27.f Harbor Facilities

Setting. The nearest harbor is in Port Hueneme, located approximately 7.7 miles to the southwest.

Significance Thresholds. The significance of impacts to harbors is determined by the harbor operator, which is the Oxnard Harbor District for the Port Hueneme harbor.

Impacts (NI). The project would not increase harbor traffic or adversely affect harbor facilities.

Part 27.g Pipelines

Setting. There are numerous pipelines in the project area, associated with water supply, wastewater and natural gas. A standard utility investigation (i.e., Digalert, utility company contact) would be conducted to identify any pipelines within construction work areas.

Significance Thresholds. A project would have a significant impact if it would substantially interfere with, or affect the operations of an existing pipeline.

Impacts (NI). The project would not interfere with the operation of existing pipelines.

ISSUE 28: WATER SUPPLY

Setting. The potable water needs of the area are served by local groundwater and imported water provided by the City of Camarillo.

Part 28.a Quality

Setting. Domestic water is defined by the County of Ventura ISAGs as a supply of potable water used for human consumption or connected to domestic plumbing fixtures in which the supply is obtained from an approved individual water supply system or a public water system operating with an unrevoked permit from the Ventura County Environmental Health Division or the California State Department of Health Services.

Significance Thresholds. The project would have a significant impact if it would result in the use of domestic water that does not meet applicable State Drinking water standards as described in Title 22 of the California Code of Regulations.

Impacts (NI). The proposed project would be provided water by the City under an existing water supply permit issued by the California Department of Public Health. Therefore, no impacts to domestic water quality would result.

Part 28.b Quantity

Significance Thresholds. The project would have a significant impact if its demand for domestic water could not be met or if it would result in the withdrawal of groundwater in an overdrafted groundwater basin. The Ventura County ISAGs requires each legal parcel requiring a domestic water source have a permanent supply of water for the proposed project, and requires the water supplier indicate in writing that a permanent source of water is available to serve the project.

Impacts (LS). Both Phase 1 and the future phase of the project would result in an increase in potable water demand of about 1.99 acre-feet per year, primarily to accommodate the needs of additional animals. As an existing land use, a permanent water supply is available from the City, and project-related impacts to water quantity would be less than significant.

Part 28.c Fire Flow

Significance Thresholds. The project would have a significant impact if sufficient water flow would not be available to meet the firefighting needs of the project.

Impacts (NI). The project would utilize the existing fire water supply pipeline and add additional hydrants as needed to serve the proposed buildings. The proposed project would not affect fire flow pressures for any land uses. As such, no impacts with respect to fire flow are expected.

ISSUE 29: WASTE TREATMENT AND DISPOSAL FACILITIES

Part 29.a Individual Sewage Disposal Systems

The project would not involve the use of any individual septic systems, and would have no impacts in this respect.

Part 29.b Sewage Collection/Treatment Facilities

Setting. The Animal Shelter site is currently served by the Camarillo Utility Enterprise (Airport area) and Camarillo Sanitary District, which operates and maintains the Camarillo Water Reclamation Facility. The Camarillo Water Reclamation Facility serves an area of approximately 15 square miles, and currently collects and treats an average of 3.5 million gallons of wastewater daily from nearly 47,000 residents. Domestic wastewater produced by the proposed project would be discharged to the existing sewer and transported to the Camarillo Water Reclamation Facility for treatment and reuse.

Significance Thresholds. The project would have a significant impact if it would individually or cumulatively generate sewage effluent which would be discharged to and exceed the capacity of an existing sewer main or sewage treatment plant. If the project description includes improvements to existing, or construction of new sewer mains and/or sewage treatment plants which would then be capable of serving the project and other cumulative development, there would be a less than significant impact.

Impacts (LS). The project's contribution to wastewater treated at the Camarillo Water Reclamation Facility would be less than one percent and not result in the Facility approaching its rated capacity of 7.25 million gallons per day. Therefore, impacts with respect to sewage capacity would be less than significant.

Part 29.c Solid Waste Management

Setting. Solid waste generated in the project area is disposed at the Toland Road Landfill by E.J. Harrison & Sons, under contract to the City.

Significance Thresholds. Any project that generates solid waste would have an impact on the demand for solid waste disposal capacity in Ventura County. However, unless the County has reason to believe that there is less than 15 years of disposal capacity available for County

disposal, no individual project would have a significant impact on the demand for solid waste capacity.

The Countywide Siting Element approved by the California Integrated Waste Management Board on June 20, 2001 demonstrates that the approval of extension of the existing Solid Waste Facility Permit for the Simi Valley Landfill and Recycling Center, combined with the existing permitted capacity of the Toland Road Landfill would provide Ventura County with sufficient disposal capacity beyond the 15 year planning period mandated by State law. Therefore, no individual project would have a significant impact on the demand for solid waste capacity.

Impacts (LS). The proposed project would generate solid waste as a result of demolition and renovation of existing buildings, and during operation of the enlarged Animal Shelter. The project would comply with the requirements of the Ventura County Public Works Integrated Waste Management Division, including recycling demolition debris, using recyclable construction materials, and recycling and reusing soil and green-waste. Solid waste impacts would be less than significant.

Part 29.d Solid Waste Facilities

Setting. Solid waste generated in the project area is disposed at the Toland Road Landfill.

Significance Thresholds. Solid waste facilities shall be in compliance with the following statutes and regulations and are subject to enforcement by the EHD/LEA:

- California Health and Safety Code
- California Code of Regulations, Title 14
- California Code of Regulations, Title 27
- California Public Resources Code

Impacts (NI). The proposed project does not involve a solid waste operation or facility, and would not have an impact on solid waste facilities within the region.

ISSUE 30: UTILITIES

Electricity: Impacts (NI). The project would utilize existing electricity service at the site. The project would not disrupt service or require renovation of facilities; therefore, no impacts to electricity service would result.

Natural Gas: Impacts (NI). The project would utilize existing natural gas service at the site. The project would not disrupt service or require renovation of facilities; therefore, no impacts to natural gas service would result.

Communications: Impacts (NI). The project would utilize existing communications service at the site. The project would not disrupt service or require expansion of facilities; therefore, no impacts to communications service would result.

ISSUE 31: FLOOD CONTROL FACILITIES/WATERCOURSES

Part 31.a Watershed Protection District Facilities/Watercourses

Setting. The Pleasant Valley Road Drain is located 880 feet south of the Animal Shelter site, the Camarillo Hills Drain is located 2,100 feet north of the Animal Shelter site, and Revolon Slough is located 1.4 miles west of the Animal Shelter site. Each of these watercourses (red-line) are maintained by the Ventura County Watershed Protection District. Currently, stormwater run-off at the Animal Shelter site flows to the north or south into storm drain catch basins at the Aviation Drive/Convair Street intersection of the Convair Street/Willis Avenue intersection.

Significance Thresholds. The project would have a significant impact if it would substantially change the flow rate (i.e., increased run-off), velocity, erosion potential, or capacity of flood control channels.

Impacts (LS). Stormwater run-off from the northeastern parking lot would discharge to proposed detention/bio-filtration basins, which would empty into existing catch basins and ultimately empty into Revolon Slough via the Pleasant Valley Road Drain. The Preliminary Drainage Report prepared for the project indicates the project-related increase in impervious surfaces would result in peak stormwater run-off flow increasing from 12.5 to 13.9 cubic feet per second during a 100-year event (Sanbell, 2026). This increase is not considered substantial as it would not have a meaningful effect on the capacity of the Pleasant Valley Road Drain, and would not contribute to erosion, deposition of material into watercourses or placement of structures that encroach on a watercourse.

Part 31.b Other Facilities/Watercourses

Setting. No other flood control or erosion control facilities occur in the immediate project area.

Significance Thresholds. The project would have a significant impact if it would substantially change the flow rate (i.e., increased runoff), velocity, erosion potential, or capacity of flood control channels. In reviewing a project for impacts, the following are to be given consideration:

- Deposition of sediment and debris materials within existing channels and allied obstruction of flow.
- Capacity of the channel and the potential for overflow during design storm conditions.
- Increased runoff and the effects on areas of special flood hazard and regulatory channels both on and off site.

Impacts (NI). No other flood control or erosion control facilities would be affected.

ISSUE 32: LAW ENFORCEMENT/EMERGENCY SERVICES

Setting. The project area is served by the Ventura County Sherriff's Department, with a local office at 3701 East Las Posas Road, located approximately 5.7 road miles from the Animal Shelter site. Emergency (paramedic) services would be provided from Ventura County Fire Station 50, located 0.8 miles to the northeast.

Impacts (NI). The proposed project would provide 14 additional full-time equivalent employment positions which could result in a very small increase in the local population. However, such a small and dispersed increase in population would not result in a detectable increase in demand for law enforcement or emergency services personnel, equipment, or facilities. Therefore, impacts to these services would not occur.

ISSUE 33: FIRE PROTECTION SERVICES

Part 33.a Distance and Response

Impacts (NI). The Animal Shelter site is located approximately 1.6 road miles from Ventura County Fire Station 50, which is within the 5 mile threshold of significance for response.

Part 33.b Personnel, Equipment and Facilities

Impacts (NI). No additional personnel, equipment or facilities would not be needed to serve the proposed project.

ISSUE 34: EDUCATION

Impacts (NI). The proposed project would provide 14 additional full-time equivalent employment positions which could result in a very small increase in the local population. However, such a small and dispersed increase in population would not result in a detectable increase in demand for schools or public libraries.

ISSUE 35: RECREATION FACILITIES

Local Parks/Facilities

Setting. The nearest local park in the area is Freedom Park, located approximately 30 feet south (Freedom Park dog park, across Willis Drive) of the Animal Shelter site.

Significance Thresholds. A project would have a significant impact on recreation if it would cause an increase in the demand for recreation when measured against the following standards:

- Local Parks/ Facilities: 5 acres of developable land (less than 15% slope) per 1000 population.
- Regional Parks/Facilities: 5 acres of developable land per 1000 population.
- Regional Trails/Corridors: 2.5 miles per 1000 population.

A project would have a significant impact on recreation if it would impede future development of Recreation Parks/Facilities and/or Regional Trails/Corridors.

Impacts (NI). The proposed project would provide 14 additional full-time equivalent employment positions which could result in a very small increase in the local population. However, such a small and dispersed increase in population would not result in a detectable increase in demand for recreational facilities, or affect access or future development of existing facilities. Therefore, the project would not impact local parks/facilities.

Regional Parks/Facilities

Setting. A regional park is defined as an extent of land that, by its unique, natural character or unusual or extensive development, offers recreation opportunities that attract patronage from beyond the local vicinity without regard to physical, political, or municipal boundaries. There are no regional parks in the project area.

Impacts (NI). The proposed project would provide 14 additional full-time equivalent employment positions which could result in a very small increase in the local population. However, such a small and dispersed increase in population would not result in a detectable increase in demand for recreational facilities and would not impede the use of any park. Therefore, no impacts to regional parks would occur.

Regional Trails/Corridors

Setting. Regional trails are intended to accommodate non-motorized recreational travel through areas removed from vehicular traffic. Regional trails/corridors should link major park and recreation facilities. There are no regional trails in the project area.

Impacts (NI). The proposed project would not adversely affect regional trails or generate new demand for such trails.

5.0 POLICY CONSISTENCY

5.1 CONSISTENCY WITH THE VENTURA COUNTY 2040 GENERAL PLAN

Although the proposed project is located in the City of Camarillo, it is consistent with all Ventura County 2040 General Plan policies.

5.2 CONSISTENCY WITH THE CITY OF CAMARILLO GENERAL PLAN

The following Table 9 provides a summary of project consistency with applicable policies of the City's 2015 General Plan.

Table 9. Summary of Project Consistency with Applicable Policies of the City of Camarillo General Plan

Policy	Consistency Determination
2015 Noise Element	
Compliance with the City's interior and exterior noise standards	Consistent: based on modern building construction and predicted exterior noise levels associated with aircraft and vehicle traffic, the noise standards would be met.
Policy 3.1.3	Consistent: project-related construction activities would not affect noise-sensitive land uses and would be limited to daytime hours
2025 Safety Element	
SAF-2.1a and 2.1d	Consistent: a geotechnical engineering report was prepared to identify and address geologic hazards associated with the project.
SAF-2.2a through 2.2j	Consistent: a geotechnical engineering report was prepared to identify seismic hazards associated with the project. Recommendations of the report regarding liquefaction have been adopted as mitigation measures.
SAF 3.1a through 3.1i	Consistent: the project site is not located within a floodway or floodplain, detention/bio-filtration basins have been provided to address stormwater pollution.
SAF 4.1a through 4.2h	Consistent: the project would be provided an adequate water supply and access for fire protection, would not be located in an area subject to wildland fire, and would not include areas where weed abatement is required.
SAF-5.1g	Consistent: mitigation measures are provided to include a soil assessment to detect potentially occurring historic soil contamination and address any contamination found.
SAF 6.1a through 6.1e	Consistent: the proposed project has been developed in coordination with the Ventura County Department of Airports and is consistent with the Airport Comprehensive Land Use Plan.

5.3 AIRPORT COMPREHENSIVE LAND USE PLAN

The following Table 10 provides a summary of project consistency with applicable policies of the Airport Comprehensive Land Use Plan.

Table 10. Summary of Project Consistency with Applicable Policies of the Airport Comprehensive Land Use Plan

Policy	Consistency Determination
Noise Compatibility Standards	
6.1.1	Consistent: the project site is located outside the 65 dBA CNEL noise contour associated with airport operations (see Figure 8), such that the renovated Animal Shelter is an acceptable land use.
Safety Compatibility Standards	
6.2.2	Consistent: The project site is located within the designated Traffic Pattern Zone (see Figure 7). Table 6B of the Airport Comprehensive Land Use Plan indicates commercial land uses (similar to the proposed project) are acceptable within the Traffic Pattern Zone.
Airspace Protection	
6.3	Consistent: the Administration Building is located within the Height Restriction Zone (see Figure 7), but proposed renovations would not substantially increase the height of this building. In any case, none of the project components would penetrate approach or departure imaginary surfaces as shown in the updated Airport Layout Plan.

6.0 CUMULATIVE IMPACTS

Cumulative impacts are defined as two or more individual effects which, when considered together are considerable, or which compound or increase other environmental impacts. Under Section 15064 of the State CEQA Guidelines, the lead agency must identify cumulative impacts, determine their significance and determine if the effects of the project are cumulatively considerable.

6.1 CUMULATIVE PROJECT DESCRIPTION

The following provides a list of other planned or approved projects in the City of Camarillo and adjacent portions of Ventura County that may result in environmental impacts.

6.1.1 Ventura County

Projects under review (as of October 6, 2026) by Ventura County Planning within three miles of the Animal Shelter site that may contribute to a significant cumulative impact are:

- PL26-0016: construct a 10,251 square foot workshop.
- PL26-0002: rebuild two greenhouses, add 15 storage containers, and 100 new employees.
- PL26-0014: parcel merger.
- PL25-0020: divide a 1.08-acre parcel into two distinct parcels for residential development.
- PL26-0004: a previously approved, unbuilt underground wastewater holding tanks to be moved to another location on the project site.
- PL26-0071: divide a 0.5-acre parcel into two parcels for residential development.

6.1.2 City of Camarillo

The City Public Works Department is planning to replace the bridge and Camarillo Hills Drain box culvert at the Las Posas Road/Ventura Boulevard intersection in 2027. Projects under review by the City's Planning Department as of September 2026 are discussed below.

Industrial Projects. Eight light industrial projects (buildings) totaling 1,693,812 square feet have been recently approved by the City. Two projects totaling 106,612 square feet are under review by the City. Most of these projects are located along the U.S. 101 corridor. The nearest project (Auto Dealer and industrial building) is located on West Ventura Boulevard 0.5 miles to the north of the Animal Shelter site.

Commercial Projects. Four commercial projects totaling 551,560 square feet have been recently approved. Most of these projects are located along the U.S. 101 corridor. The nearest project (car wash) would located approximately 0.5 miles north-northwest of the Animal Shelter site.

Residential Projects. Based on the City's September 2026 Development Activity Report, four projects totaling 14 units have been recently approved, and five projects totaling 107 units are under City review. The closest residential project is located approximately 2.6 miles to the east of the Animal Shelter site.

6.2 CUMULATIVE IMPACT ANALYSIS

6.2.1 Air Quality

Most of the projects listed in Section 6.1 would generate short-term construction emissions. Project construction activities would contribute to cumulative construction emissions, should construction of these projects occur at the same time as the proposed project. However, construction emissions of both the proposed project and other projects would be mitigated by standard measures required by the APCD. Implementation of these measures is considered to prevent significant project-specific and cumulative air quality impacts from construction. Therefore, the incremental contribution of the project to cumulative air quality impacts from construction is considered less than significant.

Most of the projects listed in Section 6.1 would generate motor vehicle emissions associated with operation, and some of the industrial projects may generate point source air pollutant emissions. Operation of the proposed project would contribute to cumulative long-term vehicle emissions. However, the project contribution to cumulative motor vehicle emissions would be relatively small (28 trips per day). Therefore, the incremental contribution of the project to cumulative air quality impacts would not be considerable.

6.2.2 Water Resources

Most of the projects listed in Section 6.1 would require a potable water supply for domestic uses. The proposed project would also require an increase in the existing potable water demand for the Animal Shelter and would incrementally contribute to the cumulative water supply demand. However, the City's 2020 Urban Water Management Plan has accounted for cumulative growth within the City and can meet the water supply demand using water conservation measures, and increased use of recycled water and treated groundwater. Therefore, the cumulative water supply impacts would be less than significant, and the project's contribution would not be considerable.

6.2.3 Biological Resources

Most of the cumulative projects listed above would be located in previously disturbed areas and would not result in the loss of native vegetation or wildlife habitat. The proposed project would also not result in loss of native vegetation or wildlife habitat. Therefore, the cumulative biological impacts would be less than significant, and the project's contribution would not be considerable.

6.2.4 Cultural Resources

Cumulative projects listed in Section 6.1 are primarily located in previously developed or disturbed areas and are unlikely to adversely affect intact archeological resources. However, similar to the proposed project, isolated resources may be discovered during construction-related ground disturbance. The proposed project would contribute to this cumulative impact; however, mitigation measures are provided to avoid and minimize potential impacts to archeological resources.

It is unlikely that the cumulative projects would adversely affect historic resources. The proposed project would not incrementally contribute to cumulative historic resources impacts.

6.2.5 Noise

Most of the projects listed in Section 6.1 may generate both short-term construction noise and long-term traffic noise. The proposed project would contribute to these cumulative noise impacts. However, the proposed project is not located in close proximity to other projects and would not have a considerable incremental contribution to impacts at noise sensitive receptors affected by these projects.

6.2.6 Traffic and Circulation

A project would have a considerable contribution to a cumulative impact (potentially significant) if it would:

- Add one or more peak hour trip to a roadway currently operating at an unacceptable LOS;
- Add 10 or more peak hour trips to a roadway projected to operate at an unacceptable LOS by 2020;
- Add one or more peak hour trip to the critical movements at an intersection currently operating at an unacceptable LOS; or
- Add 10 or more peak hour trips to the critical movements at an intersection projected to operate at an unacceptable LOS by 2020.

None of the affected County roadways or intersections currently operate or are forecast to operate at an unacceptable LOS; therefore, the incremental contribution of the project to cumulative impacts on County facilities would not be considerable.

7.0 GROWTH INDUCEMENT

Projects have the potential to foster economic or population growth, which may cause indirect impacts associated with construction of housing and/or community service facilities (see Section 15126.2(d) of the State CEQA Guidelines). A project would have a significant impact if it would induce substantial growth. A project would have the potential to induce substantial growth if it would eliminate or remove an impediment to growth in the area. This includes both physical impediments (lack of roads, flood control facilities, sewers, water lines, etc.) and policy impediments (e.g., existing land use and zoning designations, General Plan policies, etc.).

The proposed project would not provide housing which may draw people to the area and increase population. Although project-related employment opportunities (14 full-time equivalent positions) could draw employees from outside the County to the Camarillo area, it is anticipated that most new staff would be current Ventura County residents.

The proposed project does not include residential units or commercial land uses that may generate substantial employment opportunities; therefore, it would not directly increase population levels, or create a demand for goods or services. Since the proposed project would not affect existing physical and/or policy impediments to growth, it would not induce substantial population growth.

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APPENDIX A

INITIAL STUDY CHECKLIST

INITIAL STUDY CHECKLIST

The Initial Study Checklist was prepared following the format adopted by the County of Ventura (2011).

	ISSUE	PROJECT IMPACT DEGREE OF EFFECT *				CUMULATIVE IMPACT DEGREE OF EFFECT *			
		N	LS	PS-M	PS	N	LS	PS-M	PS
RESOURCES:	1. Air Quality:								
	a. Regional			X				X	
	b. Local			X				X	
	2. Water Resources:								
	a. Groundwater Quantity		X				X		
	b. Groundwater Quality		X				X		
	c. Surface Water Quantity	X				X			
	d. Surface Water Quality		X				X		
	3. Mineral Resources:								
	a. Aggregate		X				X		
	b. Petroleum	X				X			
	4. Biological Resources:								
	a. Species			X				X	
	b. Ecological Communities	X				X			
	c. Waters and Wetlands	X				X			
	d. Coastal Habitat	X				X			
	e. Habitat Connectivity	X				X			
	5. Agricultural Resources:								
	a. Soils	X				X			
	e. Land Use Incompatibility	X				X			
	6. Scenic Resources:		X				X		
	7. Paleontological Resources:	X				X			
	8. Cultural Resources:								
	a. Archaeological			X				X	
	b. Historical	X				X			
	9. Coastal Beaches & Sand Dunes:	X				X			

	ISSUE	PROJECT IMPACT DEGREE OF EFFECT *				CUMULATIVE IMPACT DEGREE OF EFFECT *			
		N	LS	PS-M	PS	N	LS	PS-M	PS
HAZARDS:	10. Fault Rupture:		X				X		
	11. Ground-shaking:		X				X		
	12. Liquefaction:			X				X	
	13. Seiche & Tsunami:	X				X			
	14. Landslides/Mudslides:	X				X			
	15. Expansive Soils:	X				X			
	16. Subsidence:	X				X			
	17. Hydraulic Hazards:								
	a. Non-FEMA	X				X			
	b. FEMA	X				X			
	18. Fire Hazards:	X				X			
	19. Aviation Hazards:		X				X		
	20. Hazardous Materials/Waste:								
	a. Hazardous Materials			X				X	
	b. Hazardous Waste		X				X		
	21. Noise and Vibration:		X				X		
	22. Daytime Glare:		X				X		
	23. Public Health:	X				X			
	24: Greenhouse Gases:		X				X		
LAND USE:	25. Community Character:	X				X			
	26. Housing:		X				X		
PUBLIC FACILITIES:	27. Transportation/Circulation								
	a. Roads and Highways								
	(1) Level of Service		X				X		
	(2) Safety/Design of Public Roads	X				X			
	(3) Safety/Design of Private Access	X				X			
	(4) Tactical Access	X				X			
	b. Pedestrian/Bicycle	X				X			
	c. Bus Transit	X				X			
	d. Railroads	X				X			

	ISSUE	PROJECT IMPACT DEGREE OF EFFECT *				CUMULATIVE IMPACT DEGREE OF EFFECT *			
	e. Airports	X				X			
	f. Harbor Facilities	X				X			
	g. Pipelines	X				X			
		N	LS	PS-M	PS	N	LS	PS-M	PS
PUBLIC FACILITIES:	28. Water Supply								
	a. Quality	X				X			
	b. Quantity		X				X		
	c. Fire Flow	X				X			
	29. Waste Treatment/Disposal								
	a. Individual Sewage Disposal System	X				X			
	b. Sewage Collection/Treatment Facilities		X				X		
	c. Solid Waste Management		X				X		
	d. Solid Waste Facilities	X				X			
	30. Utilities	X				X			
	31. Flood Control/Watercourses								
	a. WPD Facilities/Watercourses		X				X		
	b. Other Facilities/Watercourses	X				X			
	32. Law Enforcement/Emergency Svs.	X				X			
	33. Fire Protection								
	a. Distance/Response Time	X				X			
	b. Personnel/Equipment/Facilities	X				X			
	34. Education								
	a. Schools	X				X			
	b. Libraries	X				X			
	35. Recreation	X				X			

*Explanation: Degree of Effect

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

MANDATORY FINDINGS OF SIGNIFICANCE

		Yes/Maybe	No
1.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	X	—
2.	Does the project have the potential to achieve short-term, to the disadvantage of long-term environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future).	—	X
3.	Does the project have impacts which are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effect of other current projects, and the effect of probable future projects. (Several projects may have relatively small individual impacts on two or more resources, but the total of those impacts on the environment is significant).	—	X
4.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X	—

DETERMINATION OF ENVIRONMENTAL DOCUMENT

On the basis of this evaluation:

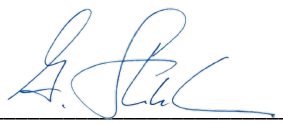
[ ] I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION should be prepared.

[X] I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 5.0 of the Initial Study will be applied to the project. A MITIGATED NEGATIVE DECLARATION should be prepared.

[ ] I find that the proposed project, individually or cumulatively, 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 adequately 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 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.



Ventura County Public Works Agency Director

11/20/2026

Date