INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

FOR THE

PLEASANT VALLEY ROAD BIKE LANES PROJECT (ST-5006)

CML-5393 (036)

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

Prepared by:

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

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

INTRODUCTION

The subject of this Initial Study is the requested approvals to construct Class II buffered bicycle lanes on an approximately 1.75-mile portion of Pleasant Valley Road between Las Posas Road to the west and 5th Street to the east (project, proposed project) in the City of Camarillo (City, Camarillo), California. The City is the Lead Agency under the California Environmental Quality Act (CEQA) for the proposed project.

PROJECT INFORMATION

Project Title: Pleasant Valley Road Bike Lanes CML-5393 (036)

CIP Number: ST-5006

Project Location: Pleasant Valley Road between Las Posas Road and 5th Street, Camarillo

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

Contact Person: Thang Tran, Project Manager: (805) 388-5345

PURPOSES OF THE INITIAL STUDY/ MITIGATED NEGATIVE DECLARATION

This Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared in accordance with relevant provisions of the California Environmental Quality Act of 1970 (CEQA), as amended, the Guidelines for Implementation of CEQA (CEQA Guidelines) as revised through January 1, 2019, and the City's Environmental Guidelines (City of Camarillo, 2020). Section 15063(c) of the CEQA Guidelines indicates that the purposes of an Initial Study are to:

1. Provide the Lead Agency (i.e., the City) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND).
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to quality for an MND.
3. Assist the preparation of an EIR, if one is required, by:
   - Focusing the EIR on the effects determined to be significant;
   - Identifying the effects determined not to be significant;
   - Explaining the reasons why potentially significant effects would not be significant; and
   - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a Negative Declaration (ND) that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs; and
7. Determine whether a previously prepared EIR could be used with the project.

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

DETERMINATION THAT INITIAL STUDY SHOULD BE CONDUCTED

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

USE OF THE INITIAL STUDY

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

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

Where a project is revised in response to an IS so that potential adverse effects are mitigated to a point where no significant environmental effects will occur, an MND shall be prepared instead of an EIR. If the project will still result in one or more significant effects on the environment after mitigation measures are added to the project, an EIR shall be prepared.

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

ORGANIZATION OF THE INITIAL STUDY

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

Introduction: This section introduces the subject of this IS.

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

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

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

DOCUMENTS INCORPORATED BY REFERENCE

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

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

Hours
Monday - Friday: 8:00 am through 5:00 pm.
And online at: https://www.ci.camarillo.ca.us/departments/public_works/capital_projects.php

PROJECT DESCRIPTION

PURPOSE AND NEED

The purpose of the project is to minimize conflict between vehicular traffic and bicycles to promote a safe, efficient, and attractive bicycle route for commuters, schools, and recreational users along Pleasant Valley Road. The project is needed because there is currently no shoulder along Pleasant Valley Road and no bicycle route is available to the public. The Circulation Element of the General Plan identifies this portion of Pleasant Valley Road as a future Class II facility.

ENVIRONMENTAL SETTING

Project Location

The project is located within Camarillo, in the County of Ventura (Ventura County). Camarillo is located in the southern portion of Ventura County along the United States (U.S.) Highway 101 corridor (see **Figure 1**). U.S. Highway 101 bisects the Camarillo along an east-west alignment. Camarillo is surrounded by unincorporated county land. The city of Thousand Oaks is located to the east and the cities of Oxnard and San Buenaventura (Ventura) are located to the west.

Regional vehicular access to Camarillo is obtained primarily from U.S. Highway 101 and State Route 34 (Lewis Road). Other regional access routes located close to Camarillo include State Route 1 (Pacific Coast Highway) and State Route 118.

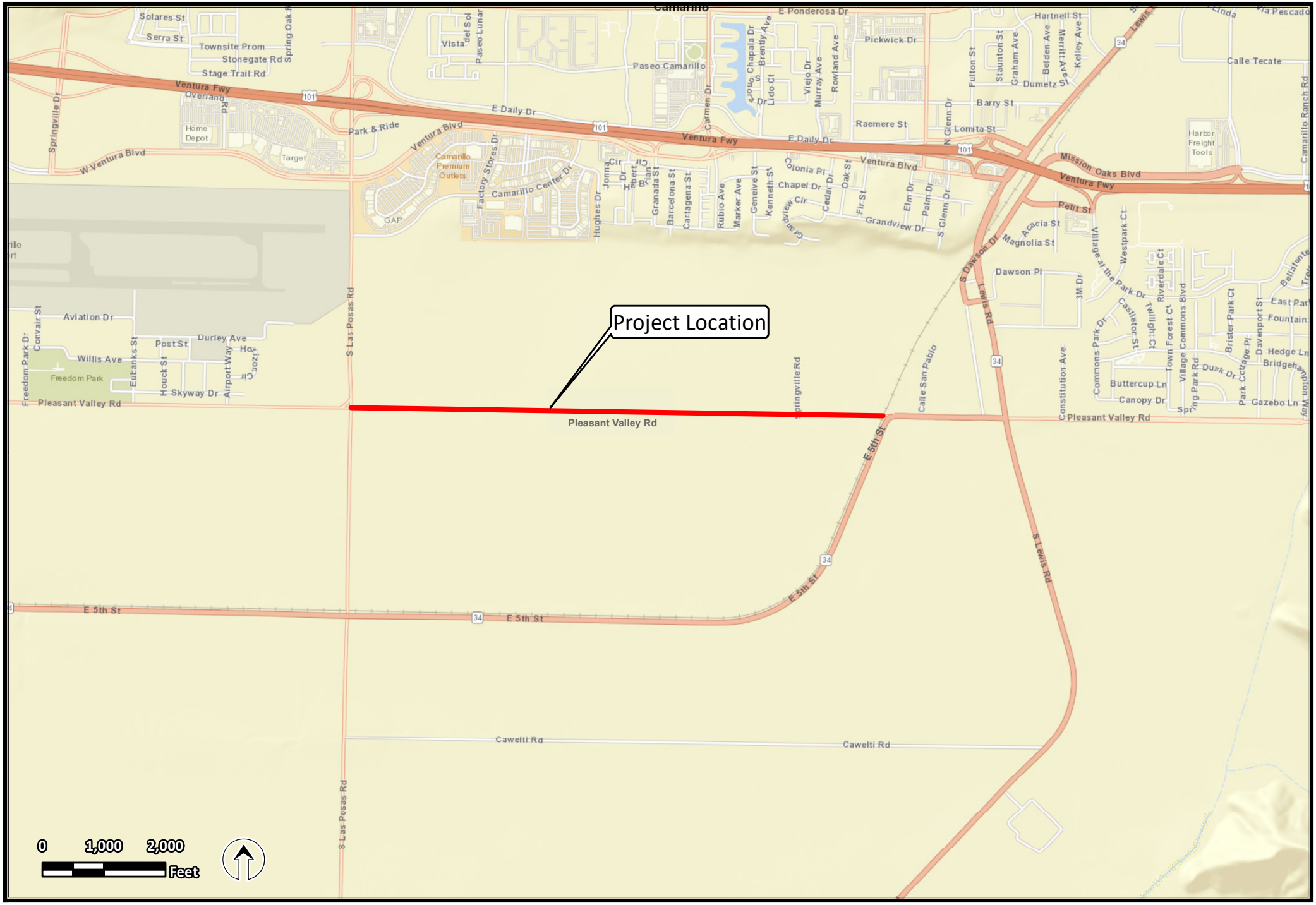
The project area is located on an approximately 1.75-mile portion of Pleasant Valley Road between Las Posas Road to the west and 5th Street to the east. The project area is located in the southern portion of Camarillo bordering an unincorporated portion of Ventura County (see **Figure 2** and **Figure 3**).

Description of the Project Area and Existing Land Uses

The portion of Pleasant Valley Road within the project area consists of a two-lane, undivided east/west road with one lane in each direction. The existing pavement width of the roadway is 24 to 25 feet. At the intersection of Pleasant Valley Road and Las Posas Road, there is a left-turn pocket for traffic turning south onto Las Posas Road. The Circulation Element of the General Plan identifies Pleasant Valley Road as a Primary Arterial. The project is located approximately one mile south of U.S. Highway 101, in a rural area of Camarillo.

Sources: ESRI 2019.

FIGURE 1. REGIONAL LOCATION
Pleasant Valley Road Bike Lanes Project



Sources: ESRI 2019.

FIGURE 2. PROJECT LOCATION
Pleasant Valley Road Bike Lanes Project

FIGURE 3. PROJECT AREA
Pleasant Valley Road Bike Lanes Project

Applicable Land Use Plans

The current General Plan land use designation for the project area is Agriculture, and the underlying zoning is AE (Agricultural Exclusive). The project area is located within the Camarillo Urban Restriction Boundary (CURB) and the Sphere of Influence (City of Camarillo , 2016a).

Surrounding Land Uses

Land uses directly adjacent to the project area include Industrial to the east, Facilities to the west, and Agricultural to the north and south. According to the California Department of Conservation (CDOC), agricultural lands directly adjacent to the project area to the north and south have been identified as Prime Farmland and Farmland of Statewide Importance (California Department of Conservation, 2016).

PROPOSED PROJECT

The existing pavement width of the roadway is 24 to 25 feet. The project would include widening the existing roadway to accommodate 12-foot travel lanes, and 5-foot bike lanes in each direction. In addition, the project would include a transition (e.g., a right-hand turn lane pocket) within the existing roadway at the intersection of Pleasant Valley Road and Las Posas Road. A small Temporary Construction Easement (TCE) from adjacent private property (Accessor Parcel Number [APN] 229-0-020-050) would be required to complete the project. The TCE would not require the permanent conversion of adjacent farmland to non-agricultural uses. The project would include vegetation removal.

Earthen v-ditches (ditches) run along the north and south sides of Pleasant Valley Road within the City right of way (ROW). These ditches accept farmland, roadway, and area runoff. Portions of these ditches (e.g., 1500 Pleasant Valley Road and at the intersection of Southfield Road and Pleasant Valley Road) are damaged and have resulted in drainage issues during the rainy season. It is anticipated that the proposed roadway widening could encroach on these ditches. Three sewer lines owned by the Camarillo Sanitary District are located underneath Pleasant Valley Road. One is a 30-inch line that runs the entire length of the project area through the center line of Pleasant Valley Road and terminates at the Camarillo Wastewater Treatment Plant (located outside of the project site). The second is a 20-inch, steel gravity main that runs approximately one mile along the south side of the project area under the v-ditch from Southfield Road to Las Posas Road. The third is an 18-inch pipe that runs along the entire length of the project area on the south side of the project area. The project would not impact these lines.

The project would require excavation to a depth of approximately 10 feet in limited areas. All underground utilities would be protected in place. Electrical lines owned by Southern California Edison (SCE) are located along the south side of Pleasant Valley Road. Frontier utility poles are located along the north side of Pleasant Valley Road. The project design prioritizes protecting the SCE poles on the south side and would protect Frontier poles on the north side where feasible. In addition, several SCE guy wires may need to be relocated to accommodate the road widening.

Construction activities are anticipated to take approximately 12 months. Construction staging would occur within the City ROW and proposed TCE. Staging would be located along Pleasant Valley Road on the eastern end of the project area. Dewatering and use of a coffer dam would be required during construction work in the ditch on the north side of Pleasant Valley Road.

During the construction period, it is anticipated that Pleasant Valley Road would remain open to through traffic to maintain continuous access for local residents and businesses. However, traffic control may be used to allow traffic to be maintained in both directions or traffic may be limited to one lane. A detour route would not be required within the project area during construction of the project.

DISCRETIONARY ACTIONS AND APPROVALS

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

- A Storm Water Pollution Prevention Plan (SWPPP) in compliance with the General Construction Permit would be required.
- A Waste Discharge Requirement from the Regional Water Quality Control Board (RWQCB) would be required.
- A National Pollution Discharge Elimination System permit from the RWQCB would be required.
- A 1602 Lake or Streambed Alteration Agreement from California Department of Fish and Wildlife (CDFW) would be required.
- A Section 404 Nationwide 42 Permit would be required from the United States Army Corps of Engineers (USACE).

ENVIRONMENTAL FACTORS AFFECTED

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

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

DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

Signature of Lead Agency Representative	Date
David Klotzle	Director of Public Works
Printed Name	Title

EVALUATION OF ENVIRONMENTAL IMPACTS

INTRODUCTION

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

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

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

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

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

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

All evaluations take account of the whole action involved, including offsite as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts. The following instructions are associated with the City's Initial Study Appendix G Environmental Checklist provided in the City's adopted CEQA Environmental Guidelines:

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources the City cites in the parentheses following each question. A "No Impact" answer is adequately supported if the

referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the City staff has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The analysis must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross- referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration pursuant to State CEQA Guidelines Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
    a. Earlier Analysis Used. Identify and state where they are available for review.
    b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
    c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. City staff and consultants are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances).
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. The explanation of each issue should identify:
    a. the significance criteria or threshold, if any, used to evaluate each question; and
    b. the mitigation measure identified, if any, to reduce the impact to less than significance.

1. AESTHETICS

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

Explanation of Checklist Answers

1a). Less Than Significant Impact. The project area is located along the existing Pleasant Valley Road in a rural portion of Camarillo. Pleasant Valley Road is designated as a scenic corridor by the City. According to the General Plan, Pleasant Valley Road is identified as a route that has contributed to the city's high quality of life and promotes and preserves the scenic and environmental characteristics of Camarillo. The City's intent in establishing scenic corridors is to preserve public views of important scenic resources (City of Camarillo, 2012). The landscape is characterized by agricultural properties interspersed with residences and commercial/industrial businesses, which are visible from the roadway. The roadway is predominantly flat with earthen ditches on each side. Vegetation alongside the roadway is limited to sparse, weedy vegetation. Views of the foreground from the roadway are mainly of open fields, orchards, row crops, and

residential dwellings within the adjacent agricultural properties. The most notable item visible from Pleasant Valley Road is the background views of the Santa Monica Mountains to the south and southeast. There are intermittent views of the Camarillo Hills, and Topatopa Mountains to the north.

The project would not substantially alter existing views because it would be and similar in width to the existing roadway and would blend with the existing linear corridor. The project would not include new vertical structures and would not substantially alter the existing visual setting. Therefore, views of the nearby scenic vistas would remain the same. The project would be constructed in accordance with the applicable General Plan goals, objectives, policies, and guidelines for scenic corridors. In addition, the project would be consistent with the Circulation Element of the General Plan that identifies the project area as a future Class II bicycle facility and with the City's Bikeway Master Plan (see **Table 1**). Therefore, the project would result in a less than significant impact on a scenic vista.

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

General Plan Policy Number	Policy	Project Consistency Evaluation
Community Design Element		
Policy CD-1.2.1	Through community engagement and design review, ensure that new development and redevelopment is of high-quality design, is aesthetically pleasing and contributes to a positive image for Camarillo.	*Consistent.* The project is located the City's designated Pleasant Valley Road scenic corridor. The bike path would be designed in accordance with Scenic Corridor Design Guidelines and Street and Corridor Guidelines outlined in the Community Design Element of the General Plan.
Policy CD-1.2.3	Require that the architecture and site design of new developments are compatible with the surrounding context.	*Consistent.* The project is located along an existing roadway. The bike path would be designed in accordance with Scenic Corridor Design Guidelines and Street and Corridor Guidelines outlined in the Community Design Element of the General Plan.
Policy CD-1.4.1	All new development and redevelopment shall adhere to the basic principles of quality and timeless architecture, urban design and landscape architecture, including but not limited to human-scaled design and pedestrian orientation where appropriate, interconnectivity of street layout and siting buildings to hold corners.	*Consistent.* The project would be developed in accordance with Scenic Corridor Design Guidelines and Street and Corridor Guidelines outlined in the Community Design Element of the General Plan. In addition, the project is included in City's Bikeway Master Plan to provide a safe, efficient, and attractive bicycle route for commuters, schools, and recreational users and to provide connectivity to the City's bikeway system.
Policy CD-1.4.2	Enhance design for all new development and redevelopment through application of materials and design elements including: a. Richness and authenticity of material surface and texture b. Muted earth tone colors (such as off-whites, ochres, siennas, umbers, beiges, tans, browns or other similar subdued colors) for primary building surfaces, with more intense colors limited to accents	*Consistent.* The project is to construct a Class II bike path and would not include buildings, walls, or landscape elements. The project would be developed in accordance with Scenic Corridor Design Guidelines and Street and Corridor Guidelines outlined in the Community Design Element of the General Plan.

General Plan Policy Number	Policy	Project Consistency Evaluation
	c. Significant wall articulation (inset, canopies, wing walls, trellis features, arcades, colonnades) d. Full-sloped roofs, multi-planned roofs (combination of pitched and flat roofs) e. Roof overhangs, articulated eaves and parapets f. Window configurations compatible with the design of the building g. Articulated building mass and form h. Landscape elements, which include plantings and hardscape that complement the style of architecture enhance building and site design and are integrated into the surrounding context i. Timeless designs, colors and materials j. Utilization of 360-degree architecture (articulation of all façade elevations) when visible from a public street or other property k. Allow for architectural and landscape variation between neighborhoods, but maintain common citywide street furnishings and street signage	
Policy GSC-1.1.1	Preserve the visual and physical connection to agriculture by providing views form streets, parks, and open spaces to agriculture and hillsides. Where new streets are extended adjacent to agriculture, encourage hillside and open space views by maintaining agricultural activities at the road edge.	*Consistent.* The project would not include new vertical structures and would not substantially alter the existing visual setting. Views of the nearby scenic vistas would continue to be provided from nearby vantage points.
Policy GSC-1.1.2	Use public streets or pathways to form the edge of developed areas, allowing views of open space from streets.	*Consistent.* The project would not include new vertical structures and would not substantially alter the existing visual setting. Views of the nearby scenic vistas would continue to be provided from nearby vantage points.
Policy SC-1.1.2	Bridges, culverts, drainage ditches, and other roadway ancillary elements shall be of an appropriate design	*Consistent*. The project would include improvement to existing drainage ditches and culverts along Pleasant Valley

General Plan Policy Number	Policy	Project Consistency Evaluation
	quality for visual corridor functions.	Road. The project would be developed in accordance with Scenic Corridor Design Guidelines and Street and Corridor Guidelines outlined in the Community Design Element of the General Plan.
Policy SC-1.1.3	Side slopes, walls, and earthen berms adjacent to roadways shall be natural in appearance to minimize visual impacts along scenic corridors.	*Consistent*. The project would be developed in accordance with Scenic Corridor Design Guidelines and Street and Corridor Guidelines outlined in the Community Design Element of the General Plan.
Policy SC-1.2.2	Review the heights and setbacks of all structures to ensure the preservation of visual corridors and the maintenance of an open, scenic quality within each corridor.	*Consistent.* The project would not include new vertical structures and would not substantially alter the existing visual setting. Views of the nearby scenic vistas would continue to be provided from nearby vantage points.
Policy SC-1.2.3	Review the size, height, number, and type of on-premise signs to minimize their impact to the scenic corridor.	*Consistent*. Project signage would be developed in accordance with Scenic Corridor Design Guidelines and Street and Corridor Guidelines outlined in the Community Design Element of the General Plan.
Policy SC-1.2.4	Locate new and relocated utilities underground when possible. All others should be placed and screened when feasible to minimize public viewing.	*Consistent.* The project would prioritize protecting electrical lines on the south side and telecommunication lines on the north side of Pleasant Valley Road where feasible. Several guy wires may be relocated to accommodate the road widening. Utilities would not be undergrounded within the project area due to the existing above-ground infrastructure.

1b). No Impact. Pleasant Valley Road has not been designated by the California Department of Transportation (Caltrans) as a state scenic highway. The nearest scenic highway is located approximately one mile north of the project area on U.S. Highway 101 (California Department of Transportation, 2020). Therefore, the project would result no impact on a state scenic highway.

1c). Less Than Significant Impact. Table 1 provides a summary of the General Plan policies governing scenic quality, as outlined in the City's CEQA Thresholds of Significance and the applicability/consistency of the project to these policies. As shown in **Table 1**, the, the project would not conflict with applicable planning policies governing scenic quality and impacts.

The proposed bike path would not substantially alter existing views because it would be flat and similar in width to the existing roadway and would blend with the existing linear corridor. Presence of bicyclists within the project area would not substantially alter the existing visual character or quality of the roadway corridor and its surroundings since the roadway is already used as a transit corridor for vehicles. Therefore, the project would result in less than significant impacts on visual character and quality.

1d). No Impact. The eastern portion of the project area contains street lighting; however, a majority of the project area does not have roadway lighting. The main source of nighttime lighting is from vehicle headlights and interior/exterior lighting from surrounding properties. No new sources of lighting or glare would be installed as part of the proposed project. Therefore, the project would result in no impact on light and glare.

Cumulative Impacts

Current and continuing development contributes to cumulative impacts on aesthetics in Camarillo. Increased development throughout the city is expected to alter the visual character of each individual project area. However, any development along Pleasant Valley Road would be constructed in accordance with the applicable General Plan goals, objectives, policies, and guidelines for scenic corridors outlined in the Community Development Element. In addition, the design of each project would be reviewed by the City's Community Development Department for consistency with applicable City codes and regulations prior to final approval. The project is included in the General Plan as a planned bike path that would accommodate the existing needs of the Camarillo (City of Camarillo, 2013a). Therefore, the contribution of the project to cumulative impacts on aesthetics would not be considerable.

Avoidance, Minimization, and Mitigation

None required.

2. AGRICULTURAL AND FORESTRY RESOURCES

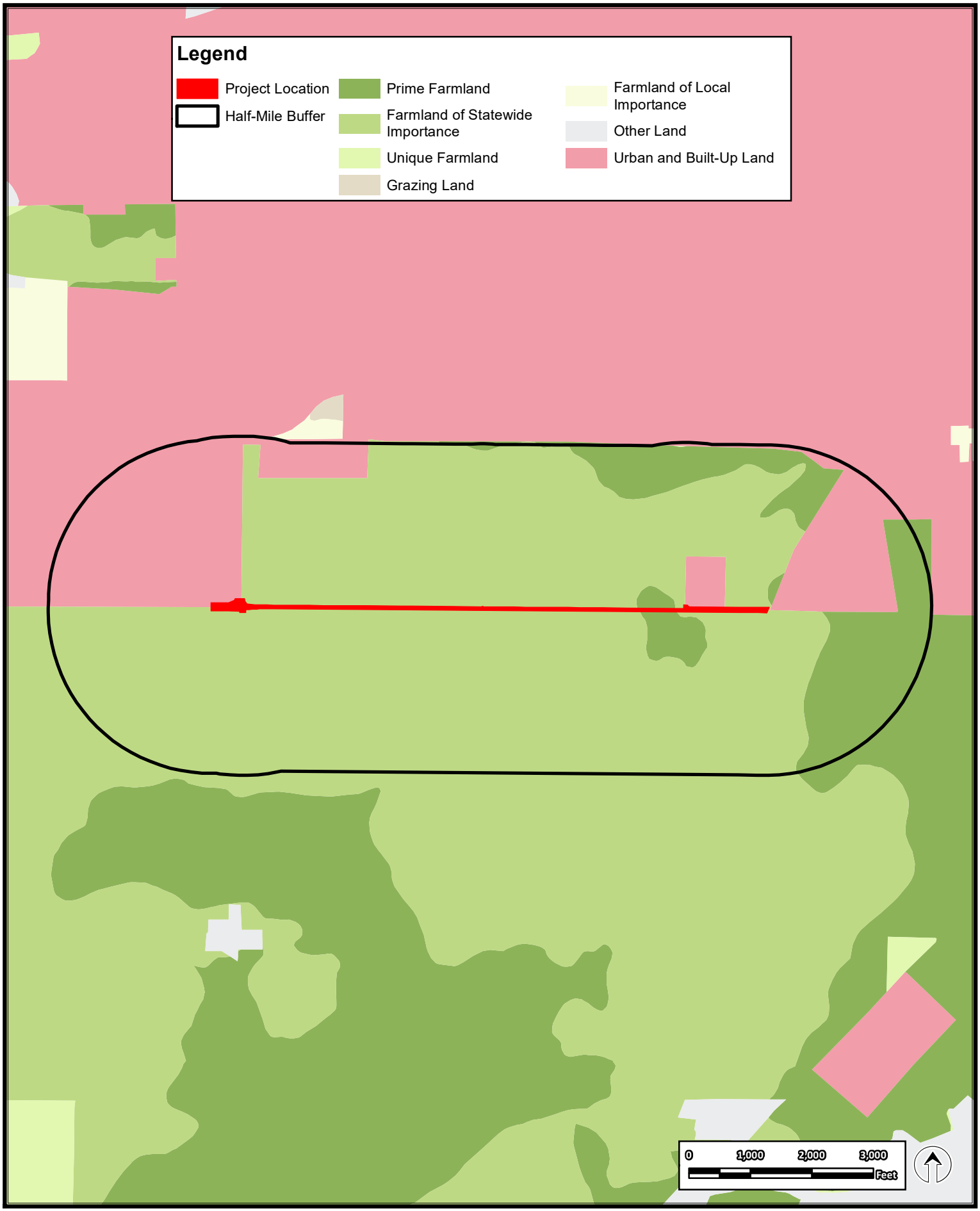
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on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

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

Explanation of Checklist Answers

2a). Less Than Significant Impact. The General Plan land use designations adjacent to the project include Industrial to the east, Facilities to the west, and Agricultural to the north and south. According to the CDOC, some of these lands have been identified as Prime Farmland and Farmland of Statewide Importance (see **Figure 4**). Increasing the existing width of Pleasant Valley Road to accommodate bike lanes would require one TCE on APN 229-0-020-050 to complete drainage improvements. The TCE would be approximately 300 square feet and not require the permanent conversion of adjacent farmlands to non-agricultural uses. In addition, the project could encroach on existing access roads to the adjacent parcels and may include modifications to existing driveways; however, all driveway modifications would be within the existing City ROW.

Construction activities would temporarily impact a small portion of one adjacent parcel (APN 229-0-020-050). However, construction activities would not inhibit overall agricultural uses elsewhere on the property. In addition, the project would not require the permanent conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use. Therefore, the project would result in a less than significant impact on Prime Farmland, Unique Farmland, or and Farmland of Statewide Importance.



Sources: CA Department of Conservation 2016; ESRI 2021.

FIGURE 4. IMPORTANT FARMLANDS MAP
Pleasant Valley Road Bike Lanes Project

2b). Less Than Significant Impact. There are properties adjacent to the project area under a Williamson Act contract (see **Figure 5**). However, the widening of Pleasant Valley Road to accommodate the proposed bike lanes would only require a TCE from one parcel zoned for agriculture (APN 229-0-020-050); this property is not under a Williamson Act Contract. Construction activities would not inhibit overall agricultural uses of the property. In addition, the bike path would be located entirely within the City's ROW and would not conflict with or require the permanent conversion of land zoned for agricultural use or a Williamson Act contract. Therefore, the project would result in a less than significant impact on existing zoning for agricultural use, or a Williamson Act contract.

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

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

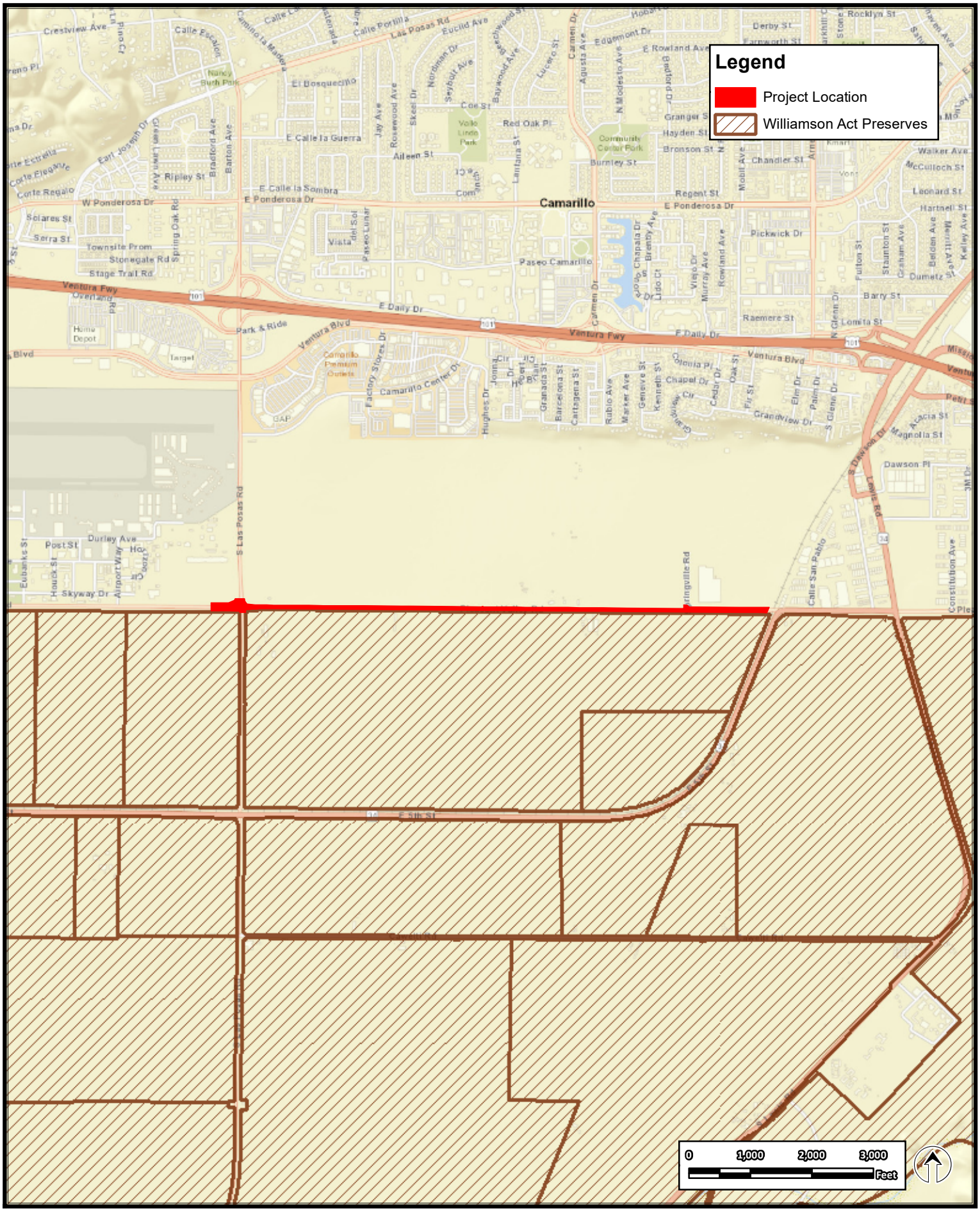
2e). Less Than Significant Impact. As described in responses 2a-d), the project would not permanently convert adjacent agricultural land to a non-agricultural use. Therefore, the project would result in a less than significant impact related to farmland or forest land conversion.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on agriculture and forestry resources. The development of other properties in Camarillo could result in the conversion of important farmland from agriculture to non-agricultural use. The project would include the construction of bike lanes along an existing roadway. Implementation of the project would not contribute to development in the project vicinity. The project would not directly or indirectly result in the permanent conversion of any important farmlands in the project area or adjacent to the project area. Therefore, the contribution of the project to cumulative impacts on agriculture and forestry resources would not be considerable.

Avoidance, Minimization, and Mitigation

None required.



Sources: Ventura County 2021; ESRI 2021.

FIGURE 5. WILLIAMSON ACT MAP
Pleasant Valley Road Bike Lanes Project

3. AIR QUALITY

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

Explanation of Checklist Answers

3a). No Impact. Camarillo is located within the South Central Coast Air Basin (Basin), which includes all of Ventura, Santa Barbara, and San Luis Obispo Counties. The Ventura County Air Pollution Control District (VCAPCD) is the agency principally responsible for comprehensive air pollution control in the Ventura County portion of the Basin. The VCAPCD is directly responsible for reducing emissions from stationary (area and point), mobile, and indirect sources. The applicable air quality plan for the project area is the 2016 Ventura County Air Quality Management Plan (AQMP). The 2016 AQMP was prepared to satisfy federal Clean Air Act planning requirements for areas designated as serious federal 8-hour ozone (O_3) nonattainment areas,

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

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

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

The nearest sensitive receptors have been identified as two residential homes associated with the adjacent agricultural parcels. They are located approximately 70 and 85 feet from the limits of Pleasant Valley Road. Construction activities would include grading, demolition of the existing roadway, vegetation removal, and paving, which could result in increased air quality emissions. Construction is anticipated to last approximately 12 months. Project construction would result in an increase of less than 25 pounds per day (ppd) of construction-related and operational emissions of both ROC and NO_x. Project operation would not generate an increase in operational emissions of ROC. According to the City's CEQA Environmental Guidelines, an increase of less than 25 ppd is considered a less than significant impact (City of Camarillo, 2020). Therefore, the project would result in a less than significant impact relating to the cumulative net increase of any criteria pollutant.

3c). Less Than Significant Impact With Mitigation Incorporated. Project construction would result in temporary emissions of air quality pollutants that are typically associated with construction activity, such as fugitive dust. The nearest sensitive receptors have been identified as two residential homes associated with the agricultural parcels. They are located approximately 70 and 85 feet from the limits of Pleasant Valley Road. However, measure **AQ-1** would be applied during project construction to minimize air quality pollutants from construction activities (see avoidance, minimization, and mitigation section below). Therefore, the project would result in a less than significant impact with mitigation incorporated on the exposure of sensitive receptors to substantial pollutant concentrations.

3d). Less Than Significant Impact. Irritating odors are often associated with particulates. Some examples of sources are gasoline and diesel engine exhausts, paint spraying, and street paving. During construction, the project could result in potential odors from exhaust emissions from construction equipment used on the construction site, as well as the vehicles used to transport materials to and from the site, and from the motor vehicles of the construction crew. These exhaust emissions include Volatile Organic Compounds (VOCs), CO, O_3, NO_2, and Oxides of Sulfur (SO_X). However, the odors would be temporary during the construction period. Following construction, odors would not be greater than the existing odors emitted prior to project construction. Therefore, the project would result in a less than significant impacts related to odors.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on air quality resources. The project would include widening an existing roadway to accommodate 12-foot travel lanes and 5-foot bike lanes in each direction. According to the City's CEQA Environmental Guidelines, an increase of less than 25 ppd is considered a less than significant impact (City of Camarillo, 2020). Construction of the project is expected to generate an increase of less than 25 ppd of construction related NOx and ROCs. After construction, project operation would not generate an increase in operational emissions of ROC and NO_x. However, given the small size and scale of the project within the region, with implementation of measure **AQ-1**, construction of the project would have a minimal contribution to cumulative impacts on substantial pollutant concentrations. Therefore, the contribution of the project to cumulative impacts on air quality would not be considerable.

Avoidance, Minimization, and Mitigation

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

4. BIOLOGICAL RESOURCES

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

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

Explanation of Checklist Answers

4a). Less Than Significant Impact With Mitigation Incorporated. A Natural Environmental Resources Minimal Impacts study was completed for the project, which included literature research and biological survey. Prior to conducting the biological survey, available literature was reviewed to identify any special-status plants, wildlife, critical habitat, and/or sensitive habitats previously recorded within or near the biological study area (BSA). The BSA is approximately 28.8 acres, and includes portions of Pleasant Valley Road, an unnamed drainage north of Pleasant Valley Road, and adjacent land. The limits of the BSA include the permanent project footprint, temporary construction work area, potential staging areas, and up to a 25-foot buffer around these areas. Sources used to identify special-status species and/or habitats with potential to be in or near the BSA include the following:

- California Natural Diversity Database (CNDDB) (California Department of Fish and Wildlife, 2020a) for the Camarillo, Santa Paula, Moorpark, Saticoy, Oxnard, Newbury Park, Point Mugu, and Triunfo Pass 7.5-minute series topographic quadrangles;
- California Native Plant Society (CNPS) Online Inventory of Rare and Endangered Plants (California Native Plant Society, 2018);
- CDFW Biogeographic Information and Observation System Habitat Connectivity Viewer (California Department of Fish and Wildlife, 2018);

- Natural Resources Conservation Service (NRCS) Web Soils Survey for Ventura Area, California (National Resources Conservation Service, 2021);
- United States Fish and Wildlife Service (USFWS) Information for Planning and Conservation Database (U.S. Fish and Wildlife Service, 2020); and
- USFWS National Wetlands Inventory Mapper (U.S. Fish and Wildlife Services, 2019).

After reviewing the results of the database queries and related information described above, a preliminary windshield survey of the BSA was conducted on October 11, 2019, to assess the potential for wetlands.

According to the CNDDB, CNPS, and USFWS searches, 56 special-status plant species have the potential to be in the BSA based on recorded geographical distribution. However, based on habitat requirements and the results of the biological survey, there is no potential for special-status plant species to be in the BSA.

According to the CNDDB, USFWS, and National Marine Fisheries Service searches, 92 special-status wildlife species have the potential to be in the BSA based on recorded geographical distribution. Based on the habitat requirements and the biological survey, 10 special-status wildlife species have potential to be in the BSA including the Monarch California overwintering population (*Danaus plexippus* pop. 1), Cooper's hawk (*Accipiter cooperi*), burrowing owl (*Athene cunicularia*), mountain plover (*Charadrius montanus*), northern harrier (*Circus hudsonius*), white-tailed kite (*Elanus leucurus*), California horned lark (*Eremophila alpestris actia*), California gull (*Larus californicus*), pallid bat (*Antrozous pallidus*), and Yuma myotis (*Myotis yumanensis*).

Construction activities, including grading, demolition of the existing roadway, vegetation removal, and paving, could result in direct and indirect impacts on the overwintering monarch butterfly if individuals were to be feeding or roosting within the BSA. Direct impacts on the overwintering monarch butterfly could include smothering by dirt. Indirect impacts on the overwintering monarch butterfly could include removal of food sources. Therefore, measures **BIO-1** through **BIO-4** would be implemented to address impacts on overwintering monarch butterflies (see avoidance, minimization, and mitigation section below).

Construction activities, including grading, demolition of the existing roadway, vegetation removal, and paving, could result in direct and indirect impacts on migratory birds and raptors previously listed if individuals were to be nesting or foraging in the BSA. Avian wildlife species observed include the red-tailed hawk (*Buteo jamaicensis*), Anna's hummingbird (*Calypte anna*), northern harrier (*Circus hudsonius*), killdeer (*Charadrius vociferous*), American crow (*Corvus brachyrhynchos*), American peregrine falcon (*Falco peregrinus anatum*), house finch (*Haemorhous mexicanus*), prairie falcon (*Falco mexicanus*), barn swallow (*Hirundo rustica*) dark-eyed junco (*Junco hyemalis*), song sparrow (*Melospiza melodia*), Say's phoebe (*Sayornis saya*), lesser goldfinch (*Spinus psaltria*), mourning dove (*Zenaida macroura*), and white-crowned sparrow (*Zonotrichia leucophrys*). Direct impacts on migratory birds and raptors could include destruction of nests from vegetation removal or ground disturbance. Indirect impacts on migratory birds and raptors could include disturbance

and scaring from increased noise and vibration. Therefore, measures **BIO-5** through **BIO-8** would be implemented to address impacts on birds and raptors.

Construction activities, including grading, demolition of the existing roadway, vegetation removal, and paving, could result in indirect impacts on the pallid bat and Yuma myotis if individuals were to be roosting in or adjacent to the BSA. Indirect impacts on the pallid bat and Yuma myotis could include disturbance and scaring from increased noise and vibration. Therefore, measures **BIO-9** and **BIO-10** would be implemented to address impacts on the pallid bat and Yuma myotis.

With the implementation of measures, the project would result in a less than significant impact with mitigation incorporated on candidate, sensitive, or special status species.

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

4c). Less Than Significant Impact With Mitigation Incorporated. There are four earthen drainages (Drainages A, B, C, and D) in the BSA. At the time of surveys, Drainage A and B were dry and did not have vegetation; Drainage C had some ponding of surface water but did not have vegetation; and Drainage D was dry with ruderal vegetation present. These drainages are constructed drainages for agricultural purposes.

Drainages A, B, C, and D do not appear to be constructed in or relocated natural tributaries to a traditional navigable water; therefore, they are not expected to fall under jurisdiction of the USACE. However, Drainages A and C appeared to convey surface water and appeared to have recurrent saturation; therefore, they are expected to fall under jurisdiction of the RWQCB. In addition, Drainages A, B, C, and D had a defined bed and bank and are expected to fall under jurisdiction of the CDFW. There is approximately 0.98 acre of non-wetland waters potentially under jurisdiction of the RWQCB and approximately 3.67 acres under CDFW jurisdiction in the BSA.

Construction activities, including demolition of existing roadway, grading, vehicle movement, and installation of concrete, could result in temporary and permanent impacts on jurisdictional areas. Options for drainage modification include leaving the dirt drainages as-is with minor improvements to repair drainage issues, creating grassy swales, paving the sides and leaving a natural bottom, or creating trap channels. Temporary impacts on jurisdictional areas could include removing vegetation, diverting water in the channels, and disturbing soils on the banks. In addition, construction materials, dust, and/or debris entering flowing waters within the drainages could temporarily impact water quality. Permanent impacts on jurisdictional areas could include

installing concrete along the banks of the drainages permanently covering the soils and inhibiting the potential for natural vegetation to grow (see **Table 2**).

The project would not result in impacts on wetlands but would result in non-wetland waters under jurisdiction of the RWQCB and CDFW. However, the project is not anticipated to have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means with the implementation of measures **BIO-11** through **BIO-17**.

Table 2 Impacts on Jurisdictional Features in the Biological Study Area

Regulatory Agency and Jurisdiction	**Temporary Impacts (acres)**	**Permanent Impacts (acres)**
Regional Water Quality Control Board Non-Wetland Waters	0.500	0.365
California Department of Fish and Wildlife Jurisdiction	2.234	0.971

Because work would be required within the drainages, Waste Discharge Requirements from the RWQCB, a Section 1602 Streambed Alteration Agreement from the CDFW would be required, and a Section 404 Nationwide 42 Permit would be required from the USACE. The project would be conducted in compliance with applicable water quality regulations and regulatory permits. Therefore, the project would result in a less than significant impact with mitigation incorporated on wetlands.

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

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

There is the potential for migratory birds to be nesting and foraging in the BSA and construction area during construction. During the biological survey multiple bird species were observed

foraging or flying over the BSA, including the red-tailed hawk (*Buteo jamaicensis*), Anna's hummingbird (*Calypte anna*), northern harrier (*Circus hudsonius*), killdeer (*Charadrius vociferous*), American crow (*Corvus brachyrhynchos*), American peregrine falcon (*Falco peregrinus anatum*), house finch (*Haemorhous mexicanus*), prairie falcon (*Falco mexicanus*), barn swallow (*Hirundo rustica*) dark-eyed junco (*Junco hyemalis*), song sparrow (*Melospiza melodia*), Say's phoebe (*Sayornis saya*), lesser goldfinch (*Spinus psaltria*), mourning dove (*Zenaida macroura*), and white-crowned sparrow (*Zonotrichia leucophrys*).

The project is not anticipated to interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors or impede the use of native wildlife nursery sites. Nesting birds could be directly impacted by construction activities if they were to be nesting in trees and vegetation in the project area. In addition, these species could be indirectly impacted by loss of habitat resulting from vegetation removal. With implementation of measures **BIO-5** through **BIO-8**, the project would be in compliance with the Migratory Bird Treaty Act and California Fish and Game Code. Therefore, the project would result in less than significant impact with mitigation incorporated on migratory wildlife or wildlife nursery sites.

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

Table 3 Project Consistency with Applicable Local Policies Governing Natural Resources

Section of Policy Number	Policy/Ordinance	Project Consistency Evaluation
Open Space and Conservation Element		
Policy 7	Identify and protect natural watersheds, natural drainage beds, and water recharge areas to achieve recovery of local water and the preservation of natural plant and animal habitat.	*Consistent.* The project is located along an existing roadway with dirt ditches on each side. The project area does not contain natural watersheds, natural drainage beds, or water recharge areas. Vegetation alongside the roadway is limited to sparse, weedy vegetation.
Policy 8	Preserve the natural features and general environmental characteristics of hillside areas with minimum disturbance and native plants and animals. Establish open space areas that maintain and enhance hillsides and provide a buffer between developments and open space	*Not applicable.* The project is located along an existing roadway that is predominantly flat and does not include hillsides.

Section of Policy Number	Policy/Ordinance	Project Consistency Evaluation
	and agriculture.	
Sustainable Design Policies		
Policy S-2.4	Preserve existing tree canopy, native vegetation and pervious surfaces.	*Consistent.* The project is located along an existing roadway. Vegetation alongside the roadway is limited to sparse, weedy vegetation.
Ventura County Non-Coastal Zoning Ordinance		
Section 8107	This section includes a list of protected trees and the definition for protected zones.	*Consistent.* The project would not require tree removal.

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

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

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on jurisdictional features. Habitat removal from current and future development in the area is the biggest threat to natural communities, and plant and wildlife species. Wildlife is also impacted by collisions with human structures and equipment, poisoning by pesticides and contaminants, damming, and diverting of rivers and streams, predation by domestic animals, and disease. Bat roosts and hibernation areas can be damaged or destroyed by vandalism and demolition. The project would include the construction of bike lanes along an existing roadway. Implementation of the project would not contribute to development in the project vicinity.

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

Avoidance, Minimization, and Mitigation

To address impacts on the overwintering monarch butterfly, the following measures would be implemented:

- **BIO-1**: Pesticide/insecticide would not be used as part of the project.
- **BIO-2**: Vegetation removal and excavation would be reduced to the extent feasible.
- **BIO-3**: To confirm the presence/absence of the overwintering monarch butterfly between September and March, within 48 hours of construction a qualified biologist would survey suitable refuge sites (typically eucalyptus, Monterey pine, and Monterey cypress) where vegetation removal and excavation would be conducted.
- **BIO-4**: If the monarch butterfly is identified overwintering within areas of vegetation removal, efforts would be taken to avoid these areas. If the areas cannot be avoided, appropriate buffers would be installed under direction of a qualified biologist, and the overwintering monarch butterflies would be allowed to finish overwintering and migrate out of the project area. Once the overwintering monarch butterflies have left the project area, the buffers would be removed.

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

- **BIO-5**: Construction in areas with trees or vegetation that may provide nesting habitat for birds and raptors would be reduced to the maximum extent feasible.
- **BIO-6**: Construction during bird nesting season (typically February 1 to September 1) would be avoided to the extent feasible.
- **BIO-7**: If construction is required during the nesting season, nesting bird surveys would be completed no more than 72 hours prior to construction activities to determine if nesting birds or active nests are within 300 feet (500 feet for potential raptor nests) of the construction area. Surveys would be repeated if construction activities are suspended for three days or more.
- **BIO-8**: If nesting birds are found in the construction zone, measures to ensure that the birds and/or their nests are not harmed would be implemented, including but not limited to, installation and maintenance of appropriate buffers (typically 300 feet for song birds and 500 feet for raptors) until nesting activity has ended. The buffer size may be modified, under direction of a qualified biologist, and CDFW if appropriate, if it is determined that construction activities would not likely have adverse effect on the birds.

To address impacts on bats the following measures would be implemented:

- **BIO-9**: If the project is constructed during maternal season for bats (typically late March through mid-September), a thorough bat roosting habitat assessment would be conducted of all potential roosting habitat within 100 feet of construction activities. The survey will include a visual inspection to identify signs of roosting, and emergence surveys if needed to confirm presence or absence of bats.
- **BIO-10**: If a maternal colony of bats is found, no work would be conducted within 100 feet

of the maternal roosting site until the maternal season is finished or the bats have left the site, or as otherwise directed by a qualified biologist. The site would be designated as a sensitive area and protected as such until the bats have left the site. No activities would be authorized adjacent to the roosting site. Combustion equipment, such as generators, pumps, and vehicles, would not be parked or operated under or adjacent to the roosting site. Construction personnel would not be authorized to enter areas beneath the colony, especially during the evening exodus (typically between 15 minutes prior to sunset and one hour following sunset).

To address potential impacts on jurisdictional waters, the following measures would be implemented:

- **BIO-11**: Work areas would be reduced to the maximum extent feasible.
- **BIO-12**: Equipment staging and storage areas for vehicles, equipment, material, fuels, lubricants, and solvents would be restricted to paved areas and would be a minimum of 50 feet from Drainage A, Drainage B, Drainage C, and Drainage D.
- **BIO-13**: Best Management Practices (BMPs), such as silt fencing, fiber rolls, straw bales, or other measures would be implemented during construction to minimize dust, dirt, and construction debris from entering the jurisdictional features, and/or leaving the construction area.
- **BIO-14**: Appropriate hazardous material BMPs would be implemented to reduce the potential for chemical spills or contaminant releases into the jurisdictional features including any non-stormwater discharge.
- **BIO-15**: All equipment refueling, and maintenance would be conducted in the staging area away from Drainage A, Drainage B, Drainage C, and Drainage D. In addition, vehicles and equipment would be checked daily for fluid and fuel leaks, and drip pans would be placed under all equipment that is parked and not in operation. Any leaking vehicle or equipment would not be operated in the project area until repaired. All workers would be informed of the importance of preventing spills and the appropriate measures to take should a spill happen.
- **BIO-16**: Stationary equipment such as motors, pumps, generators, compressors, and welders located within 100 feet of the jurisdictional features would be positioned over drip-pans, including when in operation.
- **BIO-17**: Any temporary erosion control implemented during construction would be completed using non-invasive species. At project completion, all temporarily disturbed areas would be re-contoured to pre-construction conditions.
- However, the following standard BMPs would be implemented to prevent the spread of invasive species:
- **BIO-18**: Vegetation removed from the project area would follow Caltrans Standard Specifications for Clearing and Grubbing (17-2) and Roadside Clearing (20-1.03C). Existing vegetation would be preserved to the extent feasible, and BMPs, such as identification of existing invasive species, avoidance of invasive species in erosion control, staff training, equipment cleaning, and monitoring, would be implemented in accordance with Executive

Order 13112.

- **BIO-19**: New landscaping materials, including erosion control seed mixes and other plantings, would be composed of non-invasive species and would be clear of weeds, and all erosion control and landscape planting would be conducted in a manner that would not result in the spread of invasive species.
- **BIO-20**: Plants listed in the Pest Ratings of Noxious Weed Species and Noxious Weed Seed (United States Department of Agriculture, 2003) would not be used as part of the project.

5. CULTURAL RESOURCES

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

Explanation of Checklist Answers

5a). Less Than Significant Impact. A record search of the Area of Potential Effects (APE) and a surrounding 0.5-mile radius was conducted on December 17, 2019, at the South Central Coastal Information Center (SCCIC). The record search, included a review of the State of California Office of Historic Preservation Historic Properties Directory with summary information from the National Register of Historic Places (NRHP).

The records search indicated that nineteen previous investigations have taken place within a 0.5-mile search radius of the APE. Two previous investigations were within the project area and five were adjacent to the project area. In 1978, a windshield survey was conducted of the entire project area. No archaeological resources were found during the windshield survey. It was concluded that because the land surveyed was developed and previously disturbed, the likelihood of disturbing any unknown archeological sites was low (Institute of Archaeology, 1978). In 1990, a second investigation of the project area was performed. A field survey was conducted on Pleasant Valley Road and found the area to be heavily disturbed. It was concluded that any cultural resources that might have once been present along the area surveyed had a low probability of being intact. In addition, no archaeological or cultural resources were found during the survey (W and S Consultants, 1990). The five other investigations of areas adjacent to the project area did not identify any previously recorded archeological or cultural resources within the 0.5-mile search radius of the APE (Lopez, 1988; Dames & Moore, 1988; Peak & Associates, Inc., 1991; Peak & Associates, 1992). One of the five investigations identified one historic resource outside of the project area, the Southern Pacific Branch line known as the Montalvo Cut-off. The Montalvo Cut-off is eligible for listing on the NRHP; however, this resource is not included in the project's APE and the project would not encroach on this resource (Greenwood and Associates, 2002).

Another historic resource was found outside the APE. This property is west of APE within the 0.5-mile buffer. The historic property is a military property that consists of four military barracks; three of the barracks were built in 1956 and one in 1960. This property was previously evaluated and had been determined ineligible for listing on the NRHP.

The potential for the project to impact historic properties is directly related to the likelihood that such resources are present in the project area, and whether they would be encountered during project construction. No prehistoric resources, NRHP, or other local, state, or federally listed or recognized properties have been identified in the APE or within a 0.5 radius around the project area. In addition, no cultural resources or sacred sites were identified in the project vicinity. Therefore, the project would have a less than impact on historical resources.

5b). Less than Significant Impact With Mitigation Incorporated. As discussed above in response 5a), there are no known cultural or prehistoric resources in the project vicinity. The project area includes an existing roadway, therefore there has been previous ground disturbance within the project area. The potential for the project to adversely affect unknown potentially intact buried archeological deposits that might be eligible for listing on the NRHP is low. If previously unidentified resources are uncovered, measure **CUL-1** would be implemented as part of the project (see avoidance, minimization, and mitigation section below). Therefore, the project would result in a less than significant impact with mitigation incorporated on archeological resources.

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

Cumulative Impacts

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

Avoidance, Minimization, and Mitigation

- **CUL-1** If previously unidentified cultural materials are encountered or unearthed during construction, work would be halted in that area until a qualified archaeologist can assess the nature and significance of the find. Additional surveys would be required if the project limits change to include areas not previously surveyed.
- **CUL-2** In the event of the accidental discovery or recognition of any human remains in any

location other than a dedicated cemetery, steps would be taken in compliance with the CCR Section 15064.5. All construction activities would cease, and the City Coroner would be contacted if any human remains are discovered, in accordance with 14 CCR Section 15064.5. If the coroner determines that the human remains are of Native American origin, the NAHC would be notified to determine the most likely descendent (MLD) for the area. The MLD would make recommendations for the arrangements for the human remains per Public Resources Code (PRC) Section 5097.98.

6. ENERGY

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

Explanation of Checklist Answers

6a). Less than Significant. SCE provides electricity and natural gas to Camarillo. The only energy required for operation and maintenance of the roadway is existing street lighting along a small segment of the roadway. During the 12-month construction period, construction vehicles, worker vehicles, and equipment (e.g., generators) would require the use of fuel (gasoline and diesel) and electricity to operate. Energy consumption during construction would be temporary and would not require an ongoing or permanent commitment of energy resources.

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

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

6b). No Impact. The project would not result in increased traffic, growth, or new uses of energy resources. Use of energy sources during construction would be temporary, and the project would not conflict with or obstruct any state or local plans for renewable energy or energy efficiency.

Therefore, the project would result in no impact on local plans for use of renewable energy or energy efficiency.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on energy. Increased development and population growth throughout the Camarillo is expected to increase the demand for energy resources. The design for each cumulative project would be reviewed by the City of Camarillo Building & Safety Department for consistency with applicable State and City laws and regulations for energy efficiency before final approval. The project would include the construction of bike lanes along an existing roadway. Implementation of the project would not contribute to development in the project vicinity. In addition, the project would not include the construction of new homes and businesses. Therefore, the project would not induce growth to the area and would not require energy during operation. Therefore, the contribution of the project to cumulative impacts on energy would not be considerable.

Avoidance, Minimization, and Mitigation

None required.

7. GEOLOGY AND SOILS

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

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal system where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐

Explanation of Checklist Answers

7a.i). No Impact. The project area is located in the Transverse Ranges geomorphic province of Southern California and is within a seismically active region. Alquist-Priolo Earthquake Fault Zones are established by the state geologist to assist cities and counties in avoiding the hazard of surface fault rupture. According to the Alquist-Priolo Earthquake Fault Zone map, the project area is not located within a fault hazard area (City of Camarillo, 2013b). In addition, according to the California Geologic Survey Fault Activity Map, the project area is not located within a fault zone (California Department of Conservation, 2015).The closest fault hazard area is associated with the Simi/Santa Rosa (Camarillo) Fault located approximately 0.6 mile north of the project area, north of Las Posas Road. Although the project area is 0.6 mile away from a fault zone, the project would be designed to meet current seismic standards and would not increase exposure to existing hazards in the project area. Therefore, the project would result in no impact related to a known earthquake fault.

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

7a.iii). Less Than Significant Impact. Seismic shaking can induce secondary seismic hazards such as ground failure, including liquefaction. According to the Safety Element of the General Plan, the western portion of the project area is located within an Official Seismic Hazard Zone for Liquefaction (City of Camarillo, 2013b). The project would include construction of a bike path; no

structures are proposed. In addition, the City requires that the project be certified as geotechnically suitable for its intended use and would be constructed according to all applicable building standards and recommendations from the project geotechnical and soils reports. The project would be designed to accommodate the risk of liquefaction in the region. Therefore, the project would result in a less than significant impact related seismic-related ground failure.

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

7b). Less Than Significant Impact. According to the NRCS Web Soils Survey conducted for the project, there are three types of soils mapped in the project area: Camarillo Loam, Hueneme Sandy Loam, and Pacheco Silty Clay Loam (National Resources Conservation Service, 2021). Based on their textures, these soils have a low to moderate potential for erosion (Michigan State University, 2002).

Construction activities have the potential to result in minor erosion of soils, particularly during heavy storms. This potential for construction-related erosion would be controlled by implementation of erosion control measures imposed via grading permit, building permit, and NPDES permit (Order No. 2009-0009DQA; NPDES No. CAS000002) for stormwater discharges associated with construction activities.

The project would include widening the existing roadway and covering the area with impermeable surfaces. Widening of the roadway and construction of the bike lanes would result in a permanent increase of approximately 2.50 acres of impervious surface area. An increase of impermeable surfaces could focus runoff to one area, resulting in the increased velocity of runoff and erosion to that area. However, the project would improve existing drainage on both sides of the road to accommodate the expected increase of runoff. Therefore, the project would result in a less than significant impact on soil erosion or loss of topsoil.

7c). Less Than Significant Impact. As discussed previously, the project area and surrounding properties are relatively flat and no large geomorphic features which could pose a landslide threat exist at or near the project area Additionally, according to the Liquefaction Susceptibility Map in the Safety Element of the General Plan, the project area is not located in an area subject to earthquake induced landslide (City of Camarillo, 2013b). The Liquefaction Susceptibility map shows that part of the project area is within earthquake induced liquefaction zone. However, the project would be designed to meet current seismic standards and would not increase exposure to existing hazards in the project area. Therefore, the project would result in a less than significant impact related to landslide, liquefaction, lateral spreading, and subsidence.

7d). Less Than Significant Impact. Expansive soils are subject to shrinking and swelling due to changes in moisture content over the seasons. These changes can cause damage or failure of foundations, utilities, and pavements. During periods of high moisture content, expansive soils under foundations can heave and result in structures lifting. In dry periods, the same soils can collapse and result in settlement of structures. According to the NRCS Web Soil Survey, soils in the project area have a range of linear extensibility of 1.3 percent to 4.5, indicating a low shrink to moderate-swell potential (National Resources Conservation Service, 2021). Additionally, as required by local building ordinances the project would incorporate techniques and procedures to provide safe construction on expansive soils. Therefore, the project would result in a less than significant impact related to expansive soils.

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

7f). Less Than Significant Impact. The project area is located in an area where there has been ground disturbance previously; therefore, impacts on unknown paleontological resources would be unlikely. The project area is currently developed and the proposed modifications to the project area would not impact any unique geologic feature. Therefore, the project would result in a less than significant impact related to unique paleontological resources or sites or unique geologic features.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on geology and soils. Increased impervious surfaces from nearby projects could cumulatively increase erosion and runoff to the area. The project would include widening the existing roadway and covering the area with impermeable surfaces. An increase of impermeable surfaces could focus runoff to one area, resulting in the increased velocity of runoff and erosion to that area. However, the project would improve existing drainage on both sides of the road to accommodate the expected increase of runoff. In addition, the City requires that all projects be certified as geotechnically suitable for their intended use and constructed according to all applicable building standards and recommendations from the project geotechnical and soils reports. In addition, the City would implement erosion control measures imposed via grading permit, building permit, and NPDES permit (Order No. 2009-0009DQA; NPDES No. CAS000002) for stormwater discharges associated with construction activities. Therefore, the contribution of the project to cumulative impacts on geology and soils would not be considerable

Avoidance, Minimization, and Mitigation

None required.

8. GREENHOUSE GAS EMISSIONS

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

Explanation of Checklist Answers

Background

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

In 2006, California passed the California Global Warming Solutions Act of 2006 (Assembly Bill [AB] No. 32; California Health and Safety Code Division 25.5, Sections 38500, et seq., or AB 32), which requires the Air Resources Board (ARB) to design and implement emission limits, regulations, and other measures, such that feasible and cost-effective statewide GHG emissions are reduced to 1990 levels by 2020. As a central requirement of AB 32, the ARB was assigned the task of developing a Scoping Plan that outlines the state's strategy to achieve the 2020 GHG emissions limit. The Scoping Plan, which was developed by the ARB in coordination with the Climate Action Team, was published in October 2008. The Scoping Plan proposed a comprehensive set of actions designed to reduce overall GHG emissions in California, improve the environment, reduce the state's dependence on oil, diversify the state's energy sources, save energy, create new jobs, and enhance public health. An important component of the plan is a cap-and trade program covering 85 percent of the state's emissions. The Scoping Plan was approved by the ARB on December 11, 2008. According to the 2017 Climate Change Scoping Plan Update, California has made progress toward achieving the 2020 statewide target while also reducing criteria pollutants and toxic air contaminants and supporting economic growth (California Air Resources Board, 2017). The ARB published a second update to the Scoping Plan to reflect the 2030 target set by Executive Order B-30-15 and codified by AB 32 (California Air Resources Board, 2017).

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

8a). Less Than Significant Impact. Ventura County is adjacent to the South Coast Air Quality Management District (SCAQMD) jurisdiction and is a part of the Southern California Association of Governments (SCAG) region. The SCAQMD has been evaluating GHG significance thresholds since April 2008. In December 2008, the SCAQMD adopted an interim 10,000 metric tons CO_2e ($MTCO_2e$) per year screening level threshold for stationary source/industrial projects for which the SCAQMD is the Lead Agency. The SCAQMD has continued to consider adoption of significance thresholds for residential and general development projects. The most recent proposal issued in September 2010 uses the following tiered approach to evaluate potential GHG impacts from various uses:

Tier 1 Determine if CEQA categorical exemptions are applicable. If not, move to Tier 2.

Tier 2 Consider whether or not the proposed project is consistent with a locally adopted GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. If not, move to Tier 3.

Tier 3 Consider whether the project generates GHG emissions in excess of screening thresholds for individual land uses. The 10,000 $MTCO_2e$/year threshold for industrial uses would be recommended for use by all lead agencies. Under option 1, separate screening thresholds are proposed for residential projects (3,500 $MTCO_2e$/year), commercial projects (1,400 $MTCO_2e$/year), and mixed-use projects (3,000 $MTCO_2e$/year). Under option 2 a single numerical screening threshold of 3,000 $MTCO_2e$/year would be used for all non-industrial projects. If the project generates emissions in excess of the applicable screening threshold, move to Tier 4.

Tier 4 Consider whether the project generates GHG emissions in excess of applicable performance standards for the project service population (population plus employment). The efficiency targets were established based on the goal of AB 32 to reduce statewide GHG emissions by 2020 and 2035. The 2020 efficiency targets are 4.8 $MTCO_2e$ per service population for project level analyses and 6.6 $MTCO_2e$ per service population for plan level analyses. The 2035 targets that reduce emissions to 40 percent below 1990 levels are 3.0 $MTCO_2e$ per service population for project level analyses and 4.1 $MTCO_2e$ per service population for plan level analyses. If the project generates emissions in excess of the applicable efficiency targets, move to Tier 5.

Tier 5 Consider the implementation of CEQA mitigation (including the purchase of GHG offsets) to reduce the project efficiency target to Tier 4 levels.

The thresholds identified above have not been adopted by the SCAQMD or distributed for widespread public review and comment, and the working group tasked with developing the thresholds has not met since September 2010. The future schedule and likelihood of threshold adoption is uncertain.

In the absence of other thresholds of significance promulgated by the VCAPCD, the City has been using SCAQMD's draft thresholds for the purpose of evaluating the GHG impacts associated with proposed general development projects. Therefore, this methodology is used to evaluate GHG impacts from this project as follows:

Tier 1 The project is subject to CEQA, but no categorical exemptions are applicable to the project. Therefore, the analysis moves to Tier 2.

Tier 2 Neither the VCAPCD nor the City have adopted a GHG reduction plan that has gone through public hearings and CEQA review, that has an approved inventory, includes monitoring, etc. Therefore, the analysis moves to Tier 3.

Tier 3 The project would widen the existing roadway and construct a Class II bike path along Pleasant Valley Road. Construction GHG emissions would result from material processing, on-site construction equipment, and traffic delays due to construction. During operation, the project would not increase the vehicle capacity of Pleasant Valley Road and this type of project generally causes no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on Peasant Valley Road, no increase in vehicle miles traveled (VMT) would occur as a result of project implementation.

The annual emissions would not exceed the draft 3,000 $MTCO_2e$ threshold for non-industrial projects.

During construction, the City would comply with all laws applicable to the project and certify that they are aware of and will comply with ARB emission reduction regulations and with all air pollution control rules, regulations, ordinances, and statutes. Common regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions. Therefore, the project would result in a less than significant impact on GHG emissions.

8b). Less Than Significant Impact. While the project would result in GHG emissions during construction, it is anticipated that the project would not result in an increase of operational GHG emissions. The project would not conflict with any policies from the current ARB Climate Change Scoping Plan Update or for regionally significant projects, the SCAG 2016 Regional Transportation Plan/ Sustainable Community Strategy (RTP/SCS), that are applicable to the project. Therefore, the project would result in a less than significant impact related to applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on GHG. Projects occurring simultaneously within Camarillo could have a cumulative impact on GHGs. However, the designs for each cumulative project would be reviewed by the City's Building & Safety Department for consistency with applicable State and City laws and regulations for energy efficiency before final approval. Additionally, the project operation would not increase the cumulative GHG emissions. Therefore, the contribution of the project to cumulative impacts on GHG emissions would not be considerable.

Avoidance, Minimization, and Mitigation

None required.

9. HAZARDS AND HAZARDOUS MATERIALS

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

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

Explanation of Checklist Answers

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

A record review was conducted to identify recognized environmental conditions (REC) associated with current and past uses of the roadway and adjacent properties. LightBox was contracted to provide a database search of sites that generate, treat, or dispose of hazardous materials or sites for which a release or incident has occurred (Rincon Consultants, 2020). Soil samples were taken on March 5, 2020, as part of a Site Investigation, along both sides of Pleasant Valley Road within the project area and were tested for aerially deposited lead, pesticides, and arsenic. Based on the results of laboratory testing, hazardous materials were not identified within the project area. The project area was not listed on any regulatory databases reviewed. Sixteen adjacent properties, including one property with a closed unauthorized release case, were reported on the regulatory database search. However, based on the information provided by the database search, these properties are not expected to impact the project area.

The project area is located along an existing roadway. Road widening would be conducted on the unpaved shoulders along Pleasant Valley Road. Based on the results of the Site Investigation, hazardous materials were not identified and soil within the project area could be handled as non-hazardous waste. Construction activities would involve the use of potentially hazardous materials including vehicle fuels, oil, and transmission fluids. However, all hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with standard practices and applicable regulations. No potentially hazardous materials would be used during project operation. Therefore, the project would result in a less than significant impact related to the routine transport, use, disposal, or accidental release of hazardous materials create.

9c). No Impact. No schools are located within 0.25 mile of the project. The closest school is Frontier High School is located approximately 0.7 mile west of the project area. Therefore, the project would result in no impact related to hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.

9d). No Impact. The project area was not listed on any regulatory databases reviewed. Sixteen adjacent properties were reported on the regulatory data base search. However, based on the information provided by the database search, the hazardous materials at these properties are not expected to impact the project area. Therefore, the project would result in no impact related to being located on a hazardous waste site.

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

9f). No Impact. According to the Safety Element of the General Plan, evacuation routes in Camarillo depend on the event and need for evacuation (City of Camarillo, 2013b). The project area is not within any of the evacuation routes listed in the General Plan. In addition, during construction it is anticipated that Pleasant Valley Road would remain open to through traffic to maintain continuous access for local residents and businesses. Traffic control may be used to maintain traffic in both directions, or traffic may be limited to one lane. A detour route would not be required. Therefore, the project would result in no impact on adopted emergency response plans or emergency evacuation plans.

9g). No Impact. According to the Safety Element of the General Plan, the undeveloped hillside areas in and adjacent to the Camarillo present a potentially serious hazard due to the high potential for large-scale wildland fires. However, the project area is in a flat area surrounded by mainly agricultural land and is not located in a very high (VHFHZ)or high fire hazard zone. Therefore, the project would result in no impact related to wildland fires.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on hazards and hazardous materials. The potential presence of hazardous substances associated with other related projects would require evaluation on a case-by-case basis in conjunction with the development proposal for each of those properties. The construction of the project, in combination with projects occurring simultaneously in Camarillo, have the potential to increase the risks associated with the use and

potential accidental release of hazardous materials through the Camarillo. However, the potential impact associated with the proposed project would be less than significant and, therefore, not cumulatively considerable. Further, the City would follow local, state, and federal laws regarding hazardous materials. Therefore, the contribution of the project to cumulative impacts on hazards and hazardous materials would not be considerable.

Avoidance, Minimization, and Mitigation
None required.

10. HYDROLOGY AND WATER QUALITY

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

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

Explanation of Checklist Answers

10a). Less Than Significant Impact With Mitigation Incorporated. The project area is within the Calleguas Creek Watershed (HUC 1807010301) and Revolon Slough-Calleguas Creek Subwatershed (HUC 180701030107) (United States Department of Agriculture, Natural Resources Conservation Service, 2019) (see **Figure 6**). The project area is within the Calleguas Subbasin (HUC 18070103) (United States Department of Agriculture, Natural Resources Conservation Service, 2019). Calleguas Creek and other tributary creeks drain the surface waters within the watershed (California Department of Water Resources, 2006). Camarillo's storm drain system includes underground conduits, drainage channels, and natural stream beds. Storm water flows untreated from Camarillo's stormwater system to Calleguas Creek or Revlon Slough and eventually to the Pacific Ocean (Camarillo Sanitary District, 2019; GPA Consulting, 2021).

The Calleguas Creek Watershed covers approximately 343 square miles. Major creeks in this watershed include Conejo Creek, Arroyo Santa Rosa, Arroyo Simi, Arroyo Las Posas, and Calleguas Creek, as well as Revolon Slough and Mugu Lagoon (Watershed Coalition of Ventura County, 2017). There are four drainages within the project area: Drainage A, Drainage B, Drainage C, and Drainage D (see **Figure 7**).

Drainage A: Drainage A is an earthen drainage west of Las Posas Road and north of Pleasant Valley Road. This drainage appears to receive flows from a culvert north of the project area as well as from Las Posas Road and Pleasant Valley Road. This drainage flows parallel to Las Posas Road, then turns west at the Las Posas Road/Pleasant Valley Road intersection. The drainage continues west and connects to Revolon Slough approximately 2.5 miles west of the project area. Revolon Slough flows south into Calleguas Creek.

Drainage B: Drainage B is an earthen depression north of Pleasant Valley Road and east of Las Posas Road. This drainage receives flows from Las Posas Road and appears to receive flows from an adjacent agricultural field north of the project area through a culvert. This drainage flows into Drainage C in the project area.

Drainage C: Drainage C is an earthen drainage north of Pleasant Valley Road and east of Las Posas Road. This drainage receives flows from Pleasant Valley Road and adjacent agricultural fields. This drainage appears to begin east of the project area at the Pleasant Valley Road/Southfield Road

intersection, continuing west parallel to Pleasant Valley Road. Flows in this drainage continue under Las Posas Road via a culvert, where Drainage C connects to Drainage A.

Drainage D: This drainage receives flows from Pleasant Valley Road and adjacent agricultural fields but does not appear to connect to another waterway.

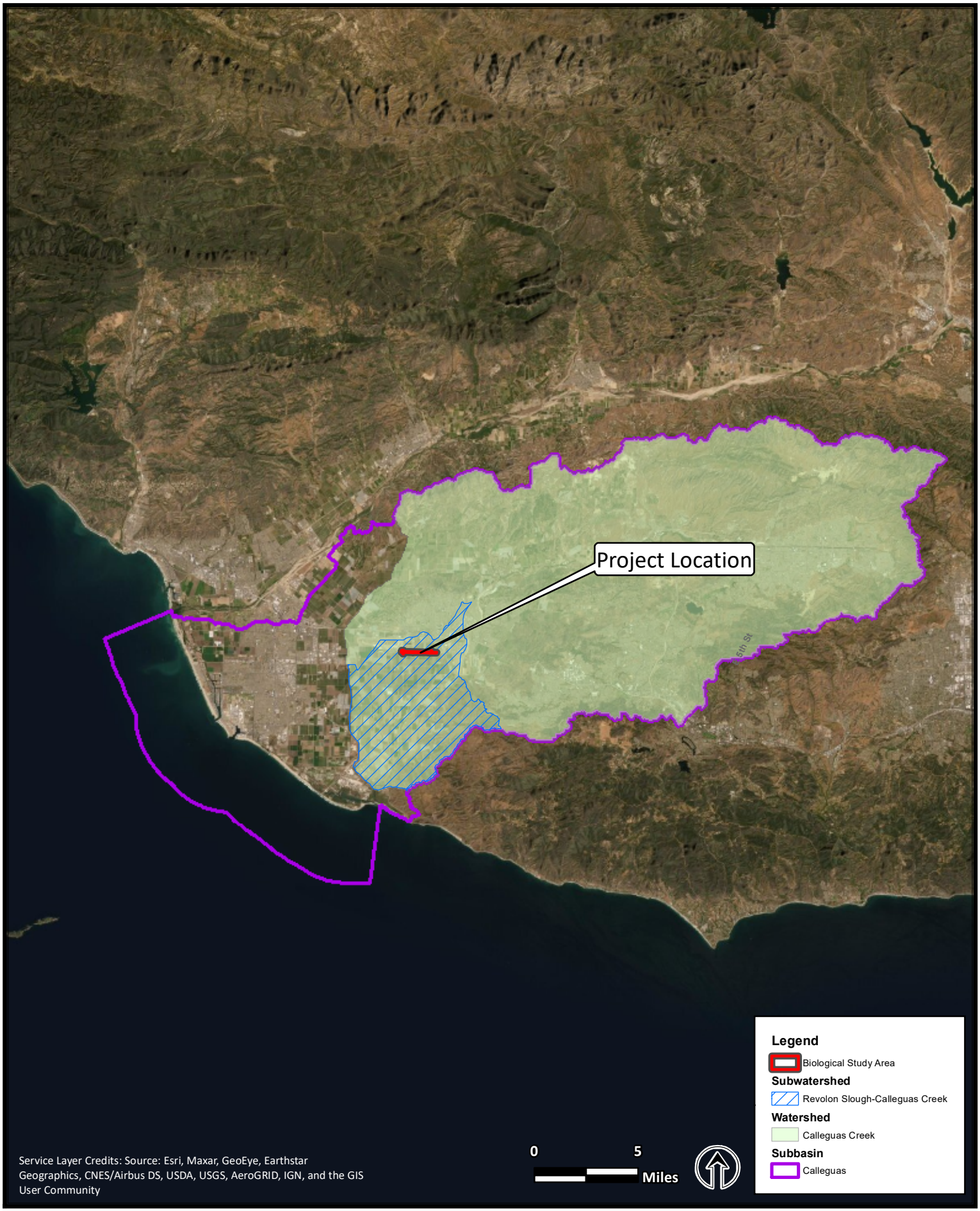


FIGURE 6. WATERSHED MAP
Pleasant Valley Road Bike Lanes Project

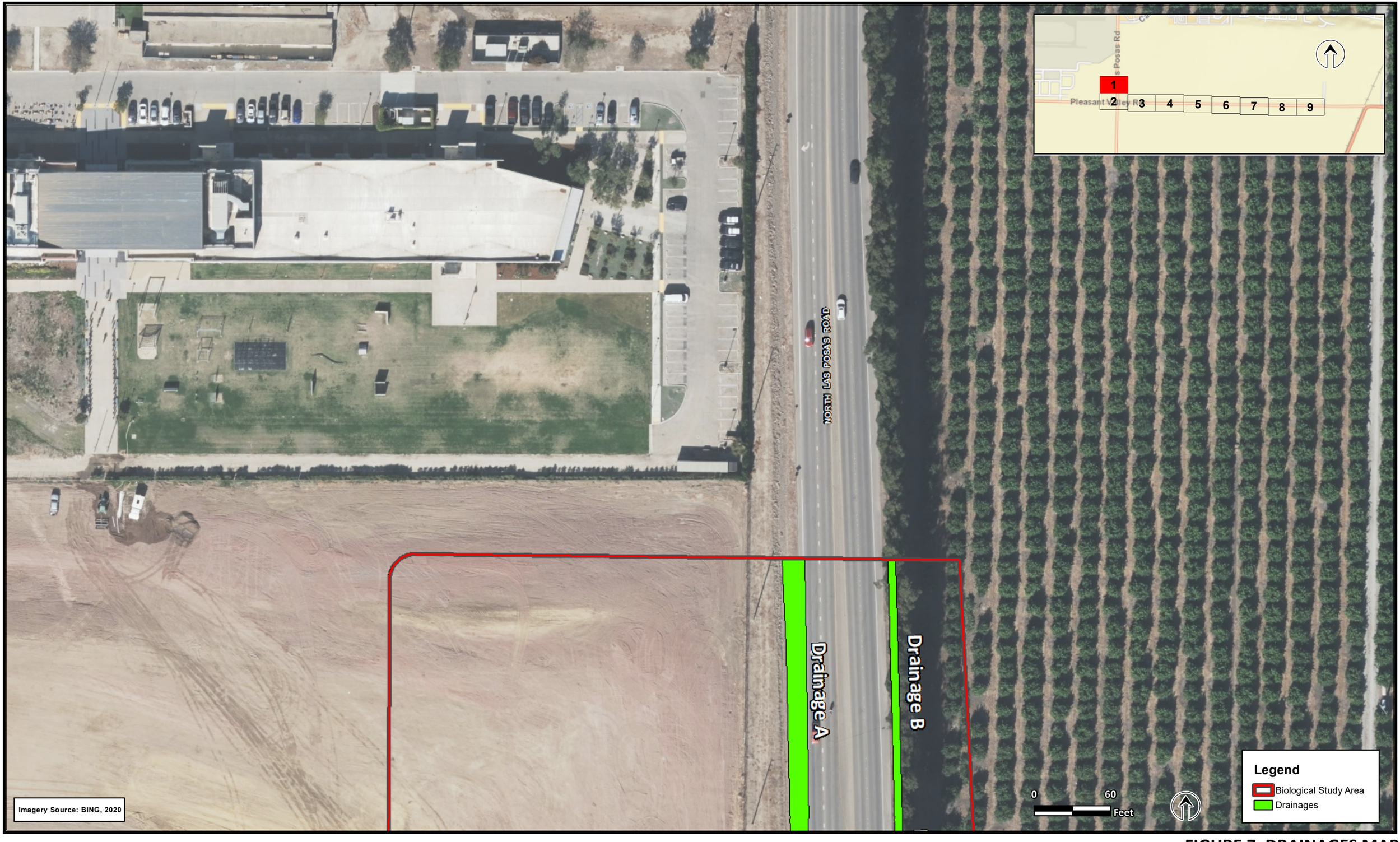


FIGURE 7. DRAINAGES MAP
Pleasant Valley Road Bike Lanes Project
Sheet 1 of 9

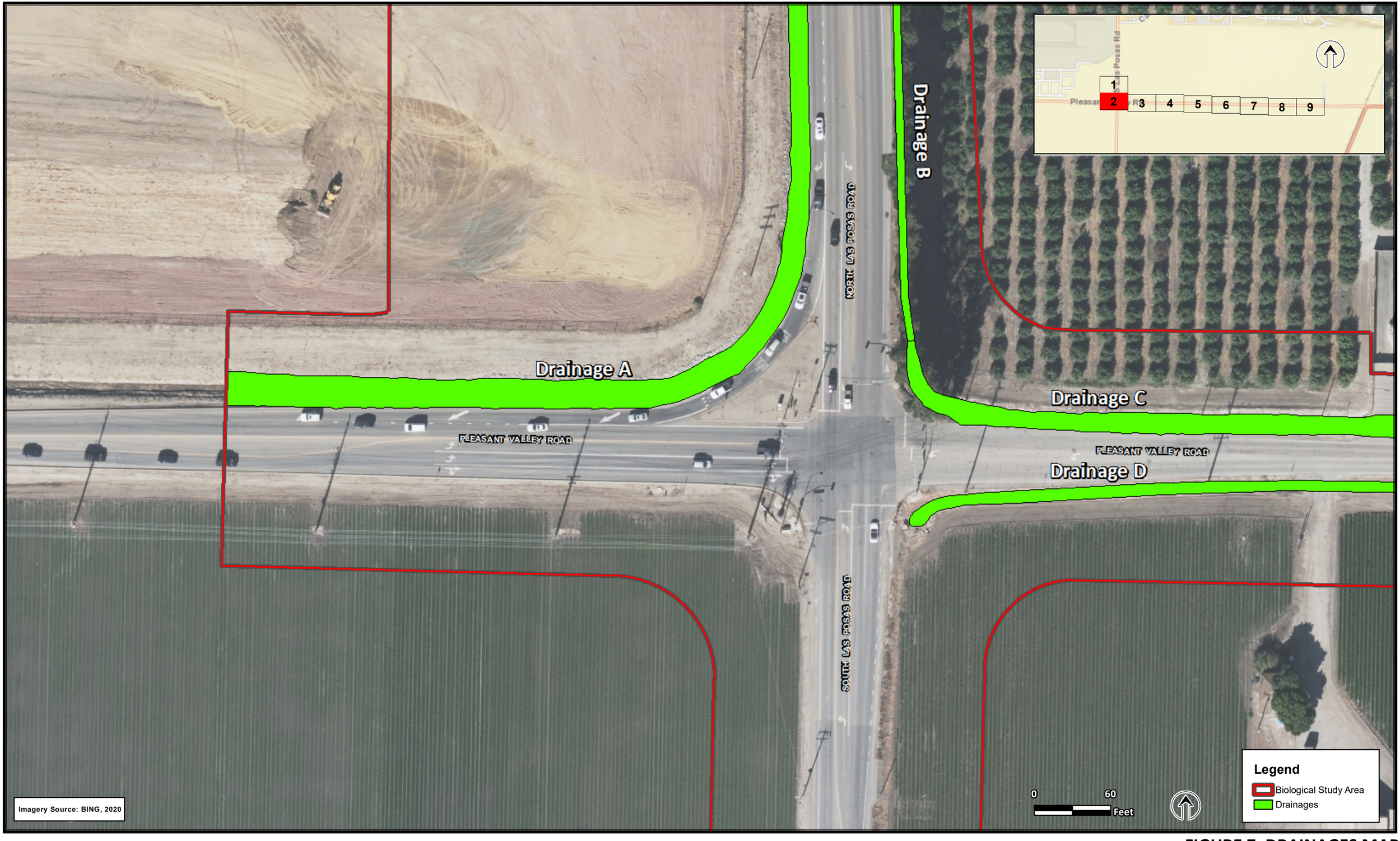


FIGURE 7. DRAINAGES MAP
Pleasant Valley Road Bike Lanes Project
Sheet 2 of 9

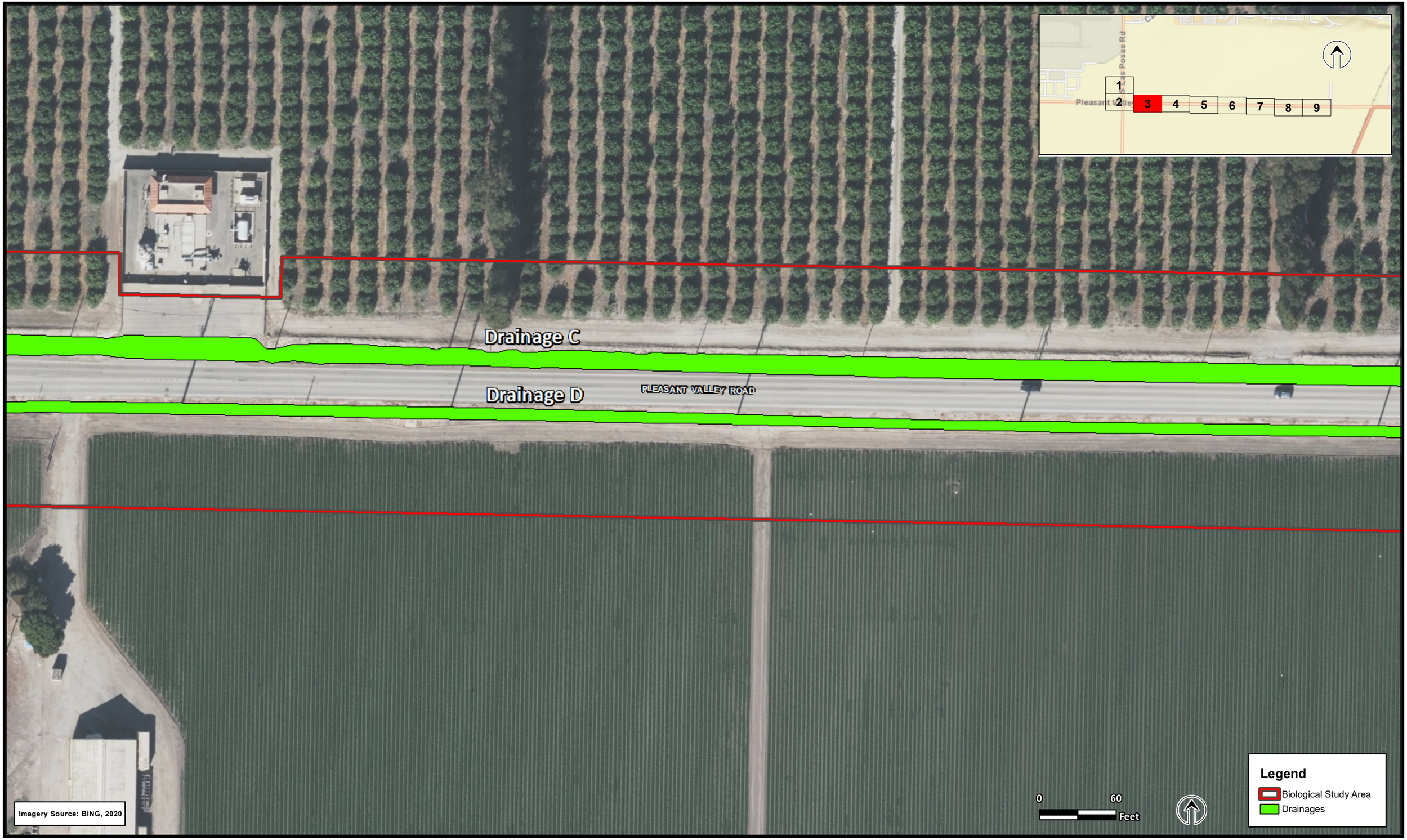


FIGURE 7. DRAINAGES MAP
Pleasant Valley Road Bike Lanes Project
Sheet 3 of 9

FIGURE 7. DRAINAGES MAP
Pleasant Valley Road Bike Lanes Project
Sheet 4 of 9

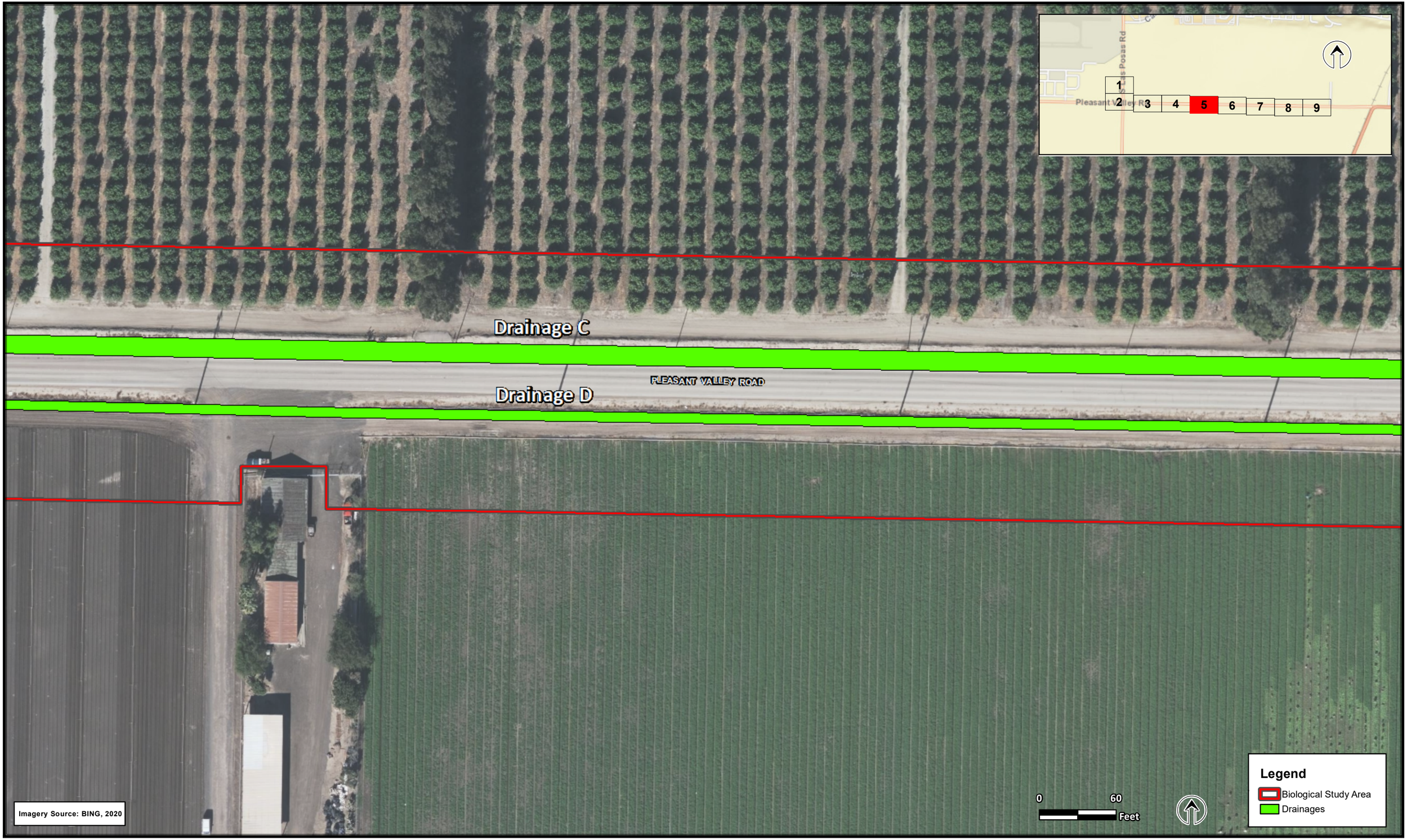


FIGURE 7. DRAINAGES MAP
Pleasant Valley Road Bike Lanes Project
Sheet 5 of 9

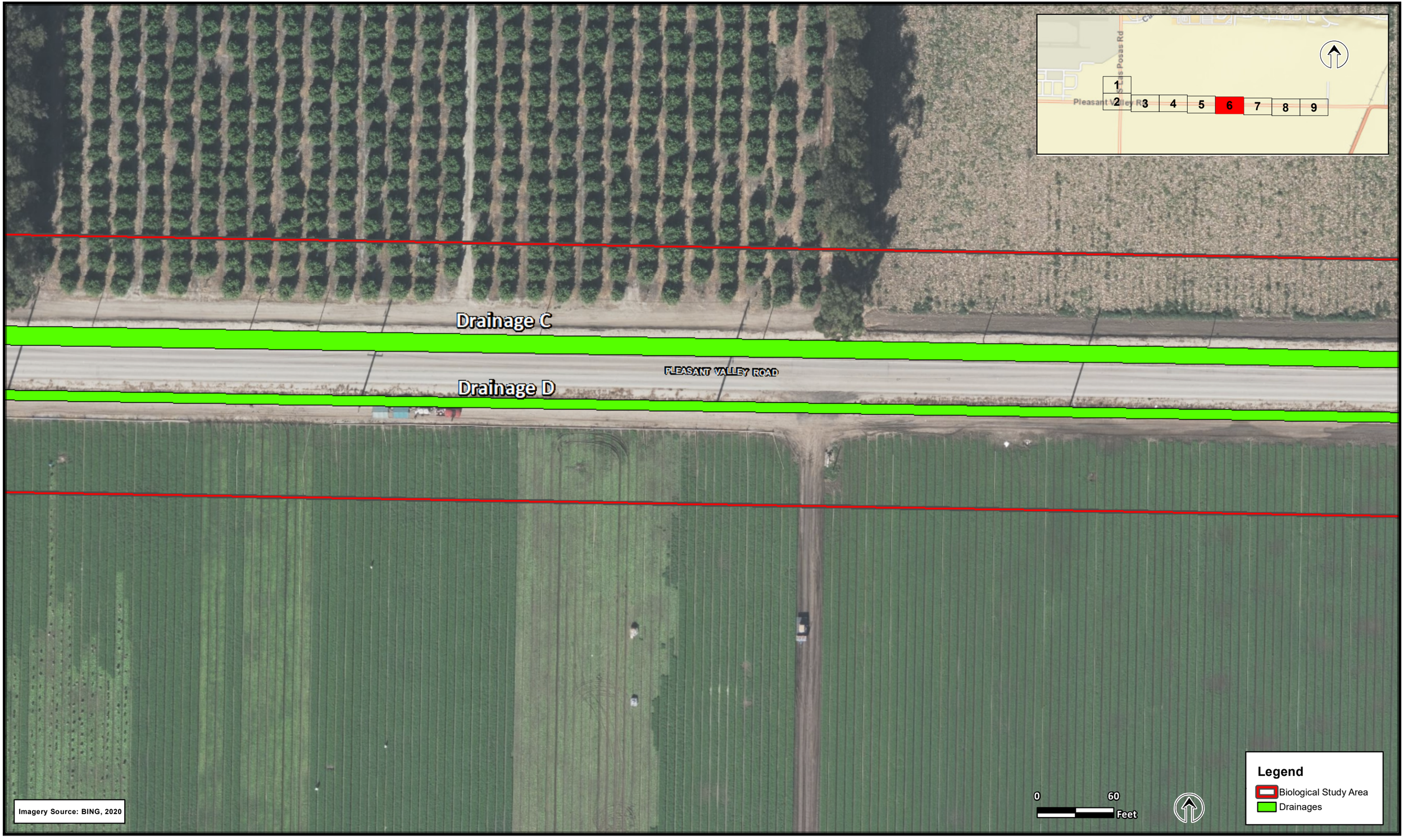


FIGURE 7. DRAINAGES MAP
Pleasant Valley Road Bike Lanes Project
Sheet 6 of 9

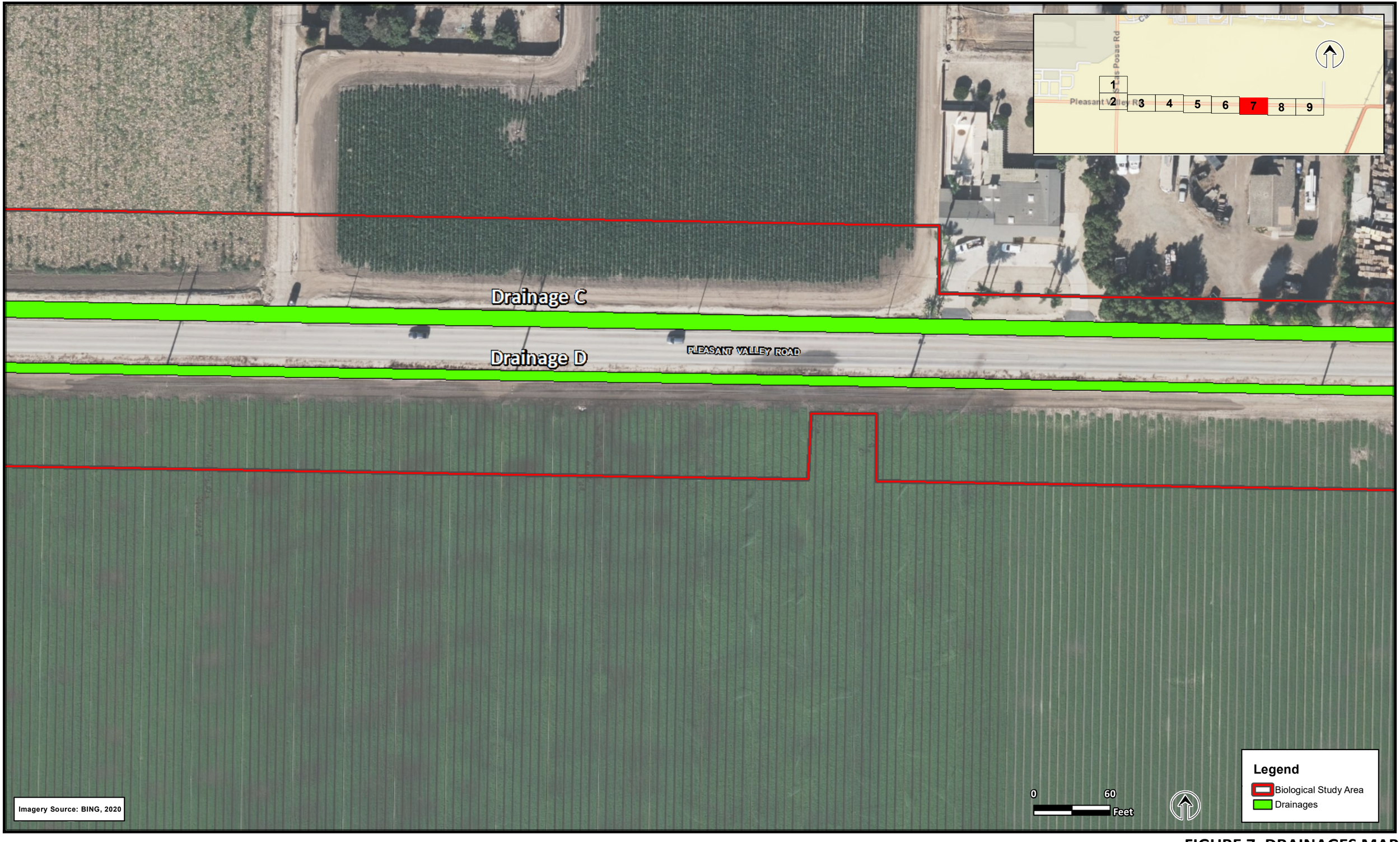


FIGURE 7. DRAINAGES MAP
Pleasant Valley Road Bike Lanes Project
Sheet 7 of 9

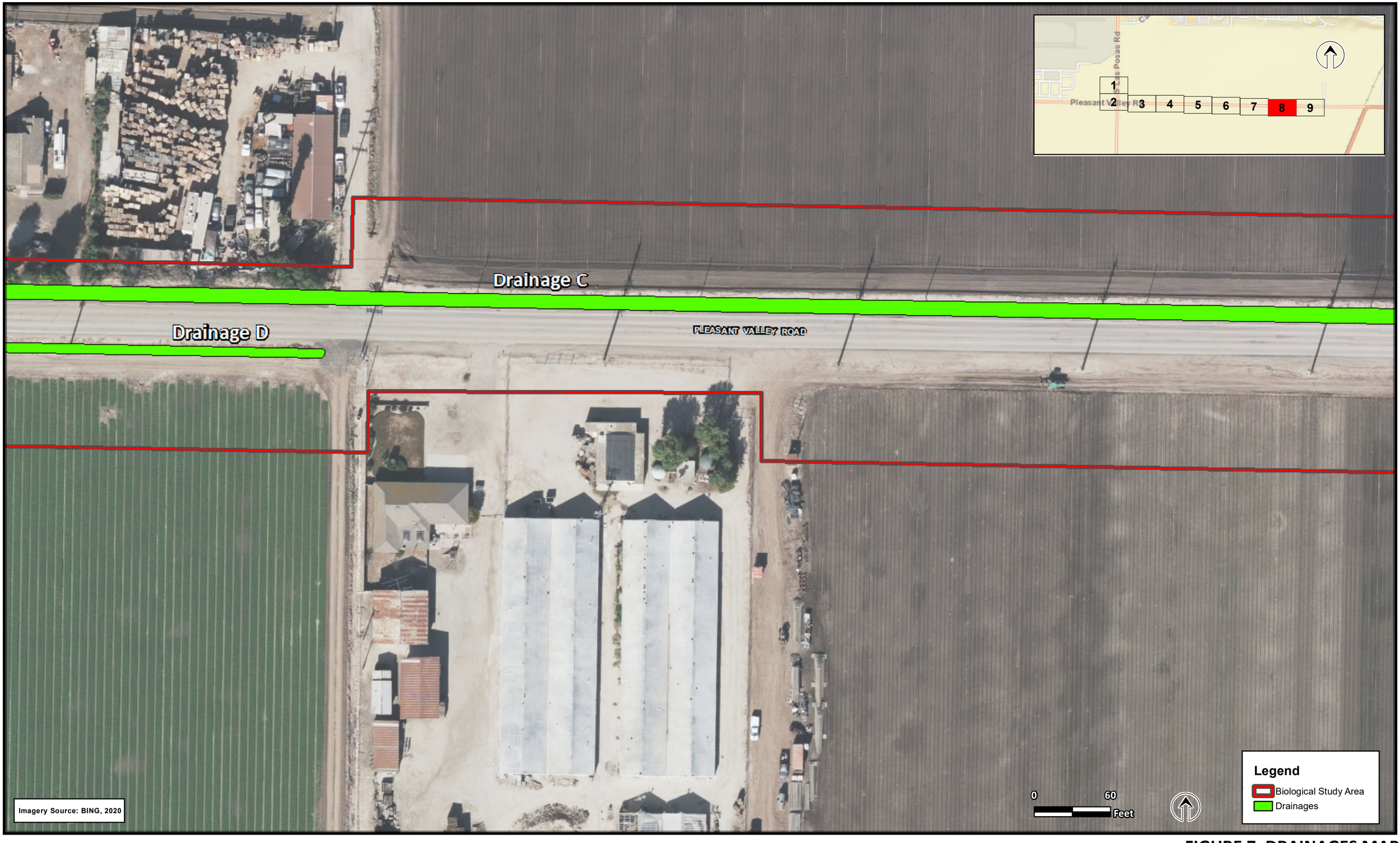


FIGURE 7. DRAINAGES MAP
Pleasant Valley Road Bike Lanes Project
Sheet 8 of 9

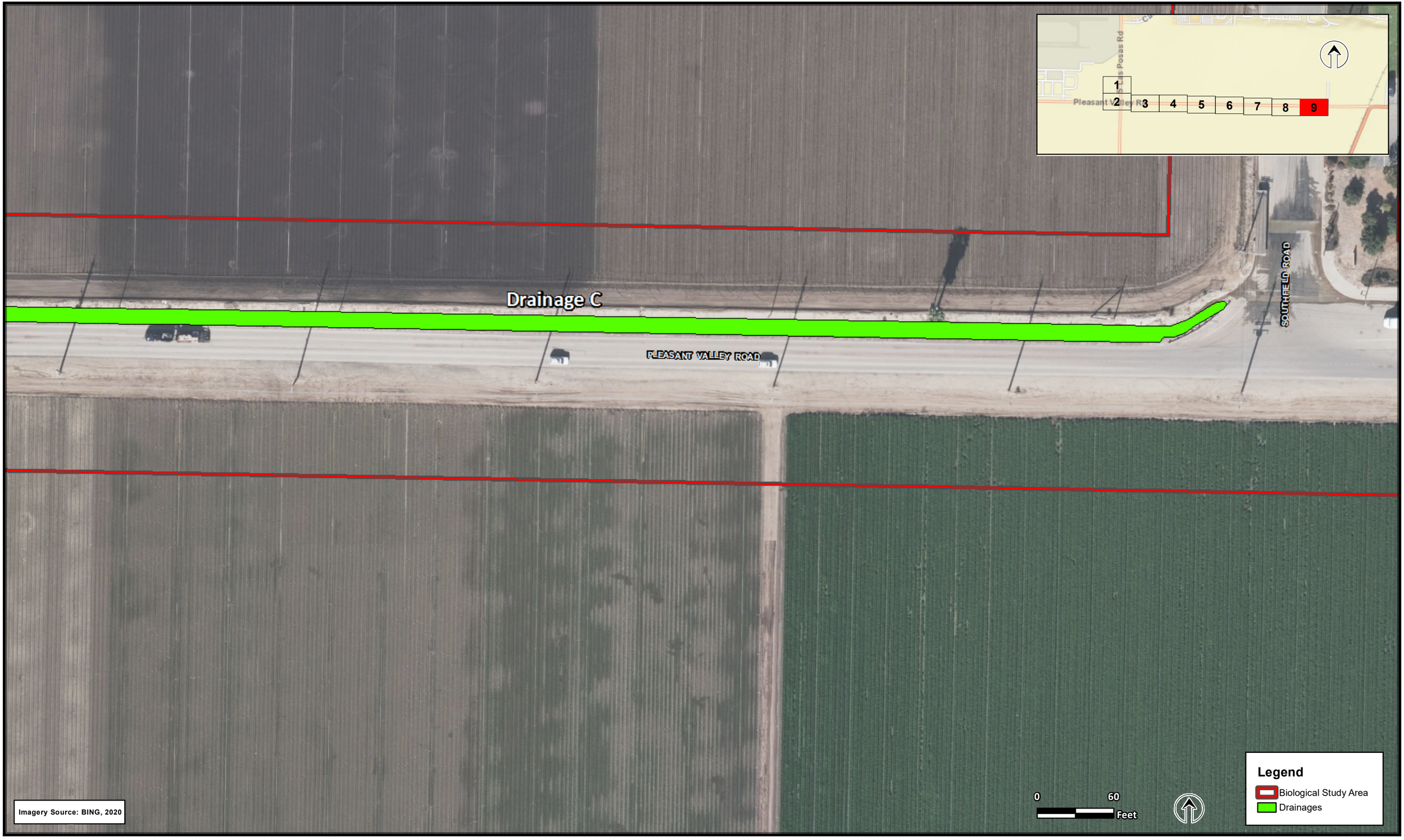


FIGURE 7. DRAINAGES MAP
Pleasant Valley Road Bike Lanes Project
Sheet 9 of 9

Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) of any pollutant into waters of the U.S. The RWQCB administer this permitting program in California. Section 402(p) requires permits for discharges of storm water from industrial/construction and Municipal Separate Storm Sewer Systems (MS4) (GPA Consulting, 2021).

Because the project would impact over one acre of land, the project would be required to follow an approved Storm Water Pollution Prevention Plan (SWPPP) in compliance with the General Construction Permit. The SWPPP would include BMPs that would prevent erosion and siltation from occurring during project construction. The SWPPP would be developed and approved by jurisdictional authorities and the RWQCB prior to project commencement. A SWPPP for construction-related activities would include, but would not be limited to, the following types of BMPs to minimize the potential for pollution related to material spills:

- Cleaning of vehicles and equipment;
- Vehicle and equipment fueling, and maintenance locations and procedures would be established; and
- Implementation of a spill containment and clean-up plan prior to and during construction activities.

During construction, work within or adjacent to the drainages could cause dust, soil, or construction materials and debris to be released into the drainages. In addition, oil, fuel, and other petroleum products from construction equipment could be accidentally released during construction, resulting in impacts on water quality within the drainages. The project would be constructed in compliance with the requirements of the construction stormwater permit requirements, which would require implementation of protective measures to minimize erosion and prevent construction debris and other materials from entering the drainages during construction.

Widening of the roadway and construction of the bike lanes would result in a permanent increase of approximately 2.50 acres of impervious surface area. Although the project would result in increased runoff flows, the project would be designed in compliance with the Ventura County Stormwater Permit, which requires BMPs be implemented, and Low Impact Design strategies be considered to minimize increases in runoff and runoff pollutants. The existing drainages were designed to collect agricultural and roadway runoff and the existing hydrology would not be substantially altered. The existing grassy swales and natural bottomed ditches would act as biofiltration systems for the increased runoff. In addition, the project would increase impermeable surfaces; an increase of impermeable surfaces could focus runoff to one area, resulting in the increased velocity of runoff and erosion to that area. However, the project would improve existing drainage on both sides of the road to accommodate the expected increase of runoff. Because the project would be designed to accommodate expected runoff, minimize erosion, and meet requirements for standard road drainage features, the project would not be expected to result in substantial water quality impacts during operation (GPA Consulting, 2021).

Measures **BIO-11** through **BIO-17** (see *Section 4 Biological Resources*) would be implemented during construction to prevent contaminants from entering the drainages, and the project is not expected to result in substantial water quality impacts on surface waters. The project is not anticipated to violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality with implementation of measures mentioned previously. Therefore, the project would result in a less than significant impact with mitigation incorporated on water quality standards or waste discharge requirements.

10b). Less Than Significant Impact. The project area is within the Pleasant Valley Groundwater Basin. The Pleasant Valley Groundwater Basin is bounded by the Camarillo and Las Posas Hills to the north, Santa Monica Mountains to the south, Arroyo Santa Rosa to the east, and Oxnard Subbasin of Santa Clara River Groundwater Basin to the west (California Department of Water Resources, 2006; GPA Consulting, 2021).

The project would require excavation to a depth of approximately 10 feet in limited areas. Groundwater is not expected to be encountered at this depth. Therefore, the project would not affect groundwater quality. Additional impervious surface area would be spread out over the entire length of the project area, but runoff would still flow to the adjacent drainages where it would be able to permeate the ground (GPA Consulting, 2021).

The project would not be anticipated to substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Therefore, the project would result in less than significant impacts on groundwater recharge.

10c.i). Less Than Significant Impact. The project would include improvements to existing earthen drainages. Because the project would impact over one acre of land, the project would be required to follow an SWPPP in compliance with the General Construction Permit. The SWPPP would include BMPs that would prevent erosion and siltation from occurring during project construction. The SWPPP would be developed, and approved by the RWQCB, prior to construction. In addition, as previously mentioned would improve existing drainage on both sides of the road to accommodate the expected increase of runoff therefore there would be no operational impacts related to erosion.

Design options for the drainages include leaving the dirt drainages as is with minor improvements to repair drainage issues, creating grassy swales, paving the sides and leaving a natural bottom, or creating trap channels. With the implementation of the SWPPP, the project would result in a less than significant impact on soil erosion.

10.c.ii - iv). Less Than Significant Impact. The project would result in an increase of approximately 2.50 acres of impervious surface area. With the increase of impermeable surfaces, focused runoff could increase resulting and erosion to that area. The widened roadway would not be capacity increasing and would not result in an increase in pollutant runoff from vehicles. The project would

include minor improvements to existing drainages in the project area; however, modifications would not result in drainage the existing hydrology would not be substantially altered. The project would improve existing drainage on both sides of the road to accommodate the expected increase of runoff. In addition, the project would comply with all applicable State and City codes and regulations. Therefore, the project would result in a less than significant impact on runoff and flood flows.

10d). No Impact. According to the Federal Emergency Management Agency (FEMA) Federal Insurance Rate Maps (FIRM) applicable to the project area (panels 06111C0933F and 06111C0929F), the project area includes the hydrographic feature, Pleasant Valley Road Drain, and the project is in an area determined to be outside the 0.2 percent annual chance floodplain (Zone X) (Federal Emergency Management Agency, 2015). According to the Ventura County General Plan Hazards Appendix, the project area is in an area subject to potential inundation by dam failure (Ventura County, 2015). The project area is an existing roadway and would not result in an increase of pollutant generation. Therefore, the project would not increase pollutant release in event of a flood.

A tsunami is a series of traveling ocean waves of extremely long length generated primarily by vertical movement on a fault (earthquake) occurring along the ocean floor. The project area is located approximately eight miles from the tsunami inundation line (California Department of Conservation, 2009), therefore, is not subject to inundation by tsunami. In addition, the project area is not located near a large inland body of water that could generate a seiche during seismic ground shaking.

The existing drainages were designed to collect agricultural and roadway runoff. The existing hydrology would not be substantially altered, and runoff would not be substantially increased. Therefore, the project would result in no impact related to flood hazard, tsunami, or seiche zones.

10e). Less Than Significant Impact. Standard BMPs, including erosion control measures, would be incorporated into the project to comply with the City's NPDES Permit. Therefore, the project would result in a less than significant impact on water quality control or sustainable groundwater management plans.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on hydrology and water quality. The cumulative setting is considered the Calleguas Creek Watershed. Existing and continuing development, as well as flood control measures and structures, contribute to cumulative water quality impacts in this watershed.

During construction, the project would have the potential to contribute to cumulative water quality impacts in the Calleguas Creek Watershed from the potential for erosion, and releases of dust/soil, construction debris, materials, oil, fuel, and other petroleum products into the drainages, as discussed above. With compliance with regulatory permits and implementation of standard BMPs, project impacts would be substantially minimized. Future projects in the cumulative impact area

would be expected to implement similar measures. In addition, potential impacts during construction would be temporary. During operation, the project would result in negligible impacts on water quality. The project would result in an increase in impervious surfaces. However, the increase would be spread out along the entire length of the project area and would not substantially affect runoff. In addition, no changes in vehicle-related pollutants would result from the project. Therefore, the contribution of the project to cumulative impacts on hydrology and water quality would not be considerable.

Avoidance, Minimization, and Mitigation

See avoidance, minimization, and mitigation measures in *Section 4 Biological Resources*.

11. LAND USE AND PLANNING

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

Explanation of Checklist Answers

11a). No Impact. The project area is within the City's existing ROW and the proposed TCE along Pleasant Valley Road between Las Posas Road and 5th Street. The physical division of an established community typically refers to the construction of a physical feature (such as an interstate highway or railroad tracks) or removal of a means of access (such as a local road or bridge) that would impair mobility within the existing community or between a community and outlying areas. The project would provide Class II bike lanes along Pleasant Valley Road between Las Posas Road and 5th Street, which is an existing roadway; therefore, they would not create a new division. The project would support pedestrian and bicycle connectivity in the City. Therefore, the project would result in no impact related to physically dividing an established community.

11b). Less Than Significant Impact. The General Plan Land Use Element contains policies and regulations applicable to the project (City of Camarillo, 2004). The project would be constructed adjacent to the exiting Pleasant Valley Road and is an allowable land use according to the General Plan and zoning designations for the project area. In addition, the project is consistent with the goals adopted by the General Plan Circulation Element to improve mobility, including:

- Goal 2: Promote a well-balanced, connected, economically feasible, and sustainable multimodal transportation system that provides for safe and efficient movement on well-maintained roads while meeting the needs of Camarillo residents, businesses, employees, visitors, special needs populations, and the elderly.
- Goal 5: Provide a citywide system of safe, efficient, and attractive bicycle and pedestrian routes for commuter, school, and recreational use.

While all of the goals and policies adopted in the General Plan are applicable to the overall development of the Camarillo, they are not all applicable to each project. **Table 4** provides a summary of the project's consistency with applicable policies from the General Plan adopted for

the purpose of avoiding or mitigating an environmental effect. The project would be consistent with each of the applicable policies.

The project is listed in the 2019 Federal Transportation Improvement Program, which is prepared to implement projects and programs listed in the 2016 RTP/SCP and is developed in compliance with state and federal requirements (Southern California Association of Governments, 2018) (Southern California Association of Governments, 2016). Construction and operation of the project would be consistent with the goals of the 2016 RTP/SCP adopted for the purpose of avoiding or mitigating cause an environmental effect. Specifically, the project would meet Goal 6, to "protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)". Therefore, the project would result in a less than significant impact on land use plans, policies, and regulations.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on land use and planning. Cumulative projects would be subject to individual review for conformance to current land use policies and standards. In addition, each project would be subject to independent environmental review. It is expected that most cumulative projects would have no impact or less than significant impact with respect to land use and planning. As described above, the project would not cause a significant environmental impact due to a conflict existing land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating cause an environmental effect. Therefore, the contribution of the project to cumulative impacts on land use and planning would not be considerable.

Avoidance, Minimization, and Mitigation

None required.

Table 4 Project Consistency with Applicable Land Use General Plan Policies

General Plan Policy Number	Policy	Project Consistency Evaluation
Circulation Element		
Policy 1.2.7	Design of circulation infrastructure shall consider minimizing environmental impacts including those related to adjacent land uses, habitat, and visual resources.	*Consistent.* The project would be located along an existing roadway surrounded by mainly agricultural uses and some commercial/industrial and residential uses. Vegetation alongside the roadway is limited to sparse, weedy vegetation. The project is located the City's designated Pleasant Valley Road scenic corridor and would be designed in accordance with Scenic Corridor Design Guidelines and Street and Corridor Guidelines outlined in the Community Design Element of the General Plan.
Policy 5.2.4	Provide connections between residential and non-residential areas to encourage walking and biking.	*Consistent.* The project would widen an existing roadway and construct a Class II bike path. The project is included in City's Bikeway Master Plan to provide a safe, efficient, and attractive bicycle route for commuters, schools, and recreational users and to provide connectivity to the City's bikeway system.
Policy 5.3.2	Facilities for bicycle travel shall be developed as shown in Figure 5-8, Bikeway Network and the Camarillo Bikeways Master Plan.	*Consistent.* The project would widen an existing roadway and construct a Class II bike path. The project is included in City's Bikeway Master Plan.
Community Design Element		
Policy CD-1.2.1	Through community engagement and design review, ensure that new development and redevelopment is of high-quality design, is aesthetically pleasing and contributes to a positive image for Camarillo.	*Consistent.* The project would be located the City's designated Pleasant Valley Road scenic corridor. The bike path would be designed in accordance with Scenic Corridor Design Guidelines and Street and Corridor Guidelines outlined in the Community Design Element of the General Plan.
Policy SC-1.2.3	Review the size, height, numbers and type of on-premise signs to minimize their impact to scenic corridors.	*Consistent*. Project signage would be developed in accordance with Scenic Corridor Design Guidelines and Street and Corridor Guidelines outlined in the Community

General Plan Policy Number	Policy	Project Consistency Evaluation
		Design Element of the General Plan.
Policy SC-1.2.4	Locate new and relocated utilities underground when possible. All others should be placed and screened when feasible to minimize public viewing.	*Consistent.* The project would prioritize protecting electrical lines on the south side and telecommunication lines on the north side of Pleasant Valley Road where feasible. Several guy wires may be relocated to accommodate the road widening. Utilities would not be undergrounded within the project area due to the existing above-ground infrastructure.
Policy S-1.2	Promote neighborhoods that are physically connected to each other to foster community and connectedness beyond the individual project.	*Consistent.* The project would widen an existing roadway and construct a Class II bike path. The project is included in City's Bikeway Master Plan to provide a safe, efficient, and attractive bicycle route for commuters, schools, and recreational users and to provide connectivity to the City's bikeway system.
Policy S-2.1	Encourage the design of projects that incorporate high levels of internal connectivity and connections to surrounding development to promote a variety of travel options.	*Consistent.* The project would widen an existing roadway and construct a Class II bike path. The project is included in City's Bikeway Master Plan to provide a safe, efficient, and attractive bicycle route for commuters, schools, and recreational users and to provide connectivity to the City's bikeway system.
Policy S-2.2	Provide direct and safe connections for pedestrians, bicyclists and drivers to key components of a project, local destinations and neighborhood centers.	*Consistent.* The project would widen an existing roadway and construct a Class II bike path. The project is included in City's Bikeway Master Plan to provide a safe, efficient, and attractive bicycle route for commuters, schools, and recreational users and to provide connectivity to the City's bikeway system. The project would be designed in accordance with applicable federal, state, and local design and safety standards.
Policy S-2.5	Preserve community livability, transportation efficiency and walkability.	*Consistent.* The project would widen an existing roadway and construct a Class II bike path. The project is included in City's Bikeway Master Plan to provide a safe, efficient, and attractive bicycle route for commuters, schools, and recreational users and to provide connectivity to the City's

General Plan Policy Number	Policy	Project Consistency Evaluation
		bikeway system. The project would be designed in accordance with applicable federal, state, and local design and safety standards.
Policy S-2.7	Promote bicycling and transportation efficiency.	*Consistent.* The project would widen an existing roadway and construct a Class II bike path. The project is included in City's Bikeway Master Plan to provide a safe, efficient, and attractive bicycle route for commuters, schools, and recreational users and to provide connectivity to the City's bikeway system. The project would be designed in accordance with applicable federal, state, and local design and safety standards.
Safety Element		
Policy SAF-6.1b	Review development and redevelopment projects for consistency with the Ventura County Comprehensive Airport Land Use Plan.	*Consistent.* The project would be located within an existing roadway corridor and would not result in a change in land use or zoning. Therefore, it would remain consistent with the Comprehensive Airport Land Use Plan.
Policy SAF-6.1c	Refer discretionary development within the Airport Hazard Zones to the Airport Land Use Commission (also known as the Ventura County Transportation Commission) and the County of Ventura Department of Airports for consistency review with the Ventura County Airport Comprehensive Land Use Plan (ACLUP), as applicable per the study area boundaries shown on Exhibit 11-10a, Camarillo Airport Study Area.	*Consistent.* The project would be located within an existing roadway corridor. The project area is located within the study area of the Airport Comprehensive Land Use Plan in an area designated as Extended Traffic Pattern Zone. All land uses are acceptable in the area with some uses conditionally acceptable. The project is not located within the Outer Safety Zone. The project would not change the existing land use of Pleasant Valley Road and would not include vertical elements.
Policy SAF-6.1d	Require development projects within the Airport Hazard Zones to comply with Part 77 of the Federal Aviation Regulations (objects affecting navigable airspace).	*Consistent.* The project would widen an existing roadway and construct a Class II bike path. It would not include new vertical structures and therefore would not affect navigable airspace.

12. MINERAL RESOURCES

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

Explanation of Checklist Answers

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

Areas of Camarillo have been used for the recovery of oil resources. There are three oil fields located within the boundaries of the city. One of these is in the Camarillo Springs area. Another small field is located in the central area of the city along Lewis Road. The eastern tip of a large oil field is located in the southwestern portion of the city. This oil field includes the western portion of Camarillo Airport and a portion of the industrial area along Ventura Boulevard, and it extends to the west into the City of Oxnard. Oil and gas leases may exist within these oil fields.

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

Cumulative Impacts

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

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

Avoidance, Minimization, and Mitigation
None required.

13. NOISE

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

Explanation of Checklist Answers

13a). Less Than Significant With Mitigation Incorporated. The City has adopted a Noise Ordinance (Section 10.34 of the Camarillo Municipal Code), which identifies noise standards for designated noise zone land uses, variances for noise sources, noise restrictions, and exemptions. Section 10.34.120 regulates noise from construction activities adjacent to or within any residential zone in the city. Exterior construction activities that could generate noise levels exceeding the standards set (see **Table 5**) are prohibited between the hours of 7:00 p.m. to 7:00 a.m. Monday through Saturday, or at any time on Sunday, New Year's Day, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day, and Christmas Day (City of Camarillo, 2020).

Table 5 Designated Ambient Exterior Noise Levels within Designated Noise Zones

Noise Zone	Designated Noise Zone Land Use	Time Interval	Ambient Exterior Noise Level (dBA)
I	Agricultural and open space	7:00 a.m. to 9:00 p.m.	55
		9:00 p.m. to 7:00 a.m.	45
IV	Industrial properties	7:00 a.m. to 9:00 p.m.	65
		9:00 p.m. to 7:00 a.m.	55

Source: (City of Camarillo, 2020)

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

The project area is adjacent to the Camarillo Airport and the western portion of the project area is within the Extended Traffic Pattern Zone designated in the Airport Comprehensive Land Use Plan (City of Camarillo, 2013b). Community Noise Equivalent Level (CNEL) noise levels were modeled and mapped for years 1998, 2003, and 2018 in the Airport Comprehensive Land Use Plan. The Camarillo Airport 2018 Noise Exposure Map shows the project area is outside of the 60 dBA CNEL contour area; therefore, it is a zone of low environmental noise level.

The areas adjacent to the project area are designated as Agricultural, Industrial, and Facilities (Camarillo Airport) land uses. The nearest sensitive receptors are two residential homes associated with agricultural properties located approximately 70 and 85 feet from the limits of Pleasant Valley Road. Existing noise in the area is generated by equipment associated with agricultural use, nearby industrial land uses, local airport activity, and vehicle traffic along Pleasant Valley Road (including truck traffic).

During the anticipated 12-month construction period, noise from various construction activities and equipment may intermittently dominate the noise environment in the immediate area. Construction equipment can generate intermittent noise levels ranging from 77 to 85 dBA L_{max} at a distance of 50 feet (see **Table 6**). At this same distance, average hourly equipment noise levels range from approximately 73 to 82 dBA L_{eq} (equivalent noise level). Thus, noise produced during project construction would exceed the thresholds set in **Table 5.**

Table 6 Typical Construction Equipment Noise Levels

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

The project area is within an agricultural area, with limited number of residential dwellings. Noise would be produced from various construction activities and equipment may intermittently dominate the noise environment in the immediate area. Noise would occur during the 12-month construction period and cease following construction completion. Since noise levels would exceed thresholds, measures **NOI-1** through **NOI-2** would be implemented to mitigate noise impacts during project construction (see avoidance, minimization, and mitigation section below). Following project construction, more bicyclists would be expected to use the new bike lanes; however, noise from the increase of bicyclists in the project area would be negligible.

With implementation of **NOI-1** through **NOI-2**, the project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established. Therefore, the project would result in a less than significant impact with mitigation incorporated on noise levels.

13b). Less Than Significant Impact With Mitigation Incorporated. Vibration is sound radiated through the ground. Vibration can result from a source (e.g., train operations, motor vehicles, machinery equipment, etc.) causing the adjacent ground to move, thereby, creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. Groundborne vibration is measured as peak particle velocity (PPV) in inches per second. The general human response to different levels of groundborne vibration velocity levels is described below in **Table 7** while groundborne vibration levels that could induce potential damage to buildings are identified in **Table 8**. Examples of typical construction equipment related to roadway projects and their associated vibration levels are identified in **Table 9**.

Table 7 Human Response to Levels of Groundborne Vibration

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

Source: (California Department of Transportation, 2013)

Table 8 Groundborne Vibration Damage Potential Criteria

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

Source: (California Department of Transportation, 2013)

Table 9 Construction Equipment-Related Groundborne Vibration

Equipment	PPV at 70 feet (inches per second)
Vibratory roller	0.053
Large bulldozer	0.022
Loaded trucks	0.019
Jackhammer	0.009
Small bulldozer	0.001

Source: (California Department of Transportation, 2013)

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

The project would include widening of a road and construction of bike lanes. Construction activities would include grading, demolition of the existing roadway, vegetation removal, and paving. The nearest existing residential dwellings are located approximately 70 and 85 feet from Pleasant Valley Road where construction of Class II bike lanes would be completed. According to **Table 9**, groundborne vibration at 70 feet would range from 0.001 ppv to 0.053. Based on the thresholds presented in **Table 7** and **Table 8** the groundborne vibration would be perceivable. Mitigation measure **NOI-1** would be implemented to reduce impacts related to groundborne vibration. Following project completion, groundborne vibration levels would return to existing conditions. Therefore, the project would result in less than significant impacts with mitigation incorporated related to groundborne vibration.

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

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on noise. Construction of multiple projects occurring simultaneous within the project vicinity could have a cumulative impact on noise. The project would only result in noise production during the construction period. The project would be constructed in accordance with City regulations. Following project construction, noise would return to existing levels and there would be no new noise sources in the project area during project operation. However, given the small size and scale of the project within the region, with implementation of **NOI-1** and **NOI-2**, construction of the project would have a minimal contribution to cumulative impacts on noise and vibration. Therefore, the contribution of the project to cumulative impacts on noise would not be considerable.

Avoidance, Minimization, and Mitigation

- **NOI-1**: In accordance with regulatory framework, construction would be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday and not permitted on holidays.
- **NOI-2**: All equipment would have sound-control devices no less effective than those provided on the original equipment. Each internal combustion engine used for any purpose on the job or related to the job would be equipped with a muffler of a type recommended by the manufacturer. No internal combustion engine would be operated on the construction site without an appropriate muffler. Additionally, construction methods or equipment that would provide the lowest level of noise impact would be used and idling equipment would be turned off.

14. POPULATION AND HOUSING

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

Explanation of Checklist Answers

14a). No Impact. The project would include construction of bike lanes on an existing roadway. No new residential uses are proposed as part of the project and the infrastructure improvements would not increase the capacity along Pleasant Valley Road. Therefore, the project would result in no impact on population growth.

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

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on population and housing. Increased development of houses and business throughout the Camarillo would potentially increase population. The project would include the construction of bike lanes along an existing roadway. Implementation of the project would not contribute to development in the project vicinity. In addition, the project would not include the construction of new homes or businesses. The project would have no impact related to population and housing. Therefore, the contribution of the project to cumulative impacts on aesthetics would not be considerable.

Avoidance, Minimization, and Mitigation

None required.

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15. PUBLIC SERVICES

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

Explanation of Checklist Answers

15a). Less Than Significant Impact (Fire Protection). Camarillo is served by three fire stations. The closest fire station to the project area is Station No. 50, located approximately 0.4 mile north of the project area at 189 South Las Posas Road. This fire station serves the Camarillo Airport, the western portion of Camarillo, and unincorporated portions of Ventura County on the Oxnard Plain. According to the Safety Element of the General Plan, the average emergency response times within Camarillo are anticipated to be five minutes or less (City of Camarillo, 2004).

The project would not result in an increase in population and would not increase the capacity of traffic along Pleasant Valley Road. Therefore, the project would not be expected to increase the demand for fire protection services and would not require the development of new of physically altered fire protection facilities that would cause significant environmental impacts. Construction of the project could temporarily impact services due to traffic control. However, the impacts would be temporary. Therefore, the project would result in a less than significant impact on fire protection.

No Impact (Police Protection). Camarillo is served by the Camarillo Police Station located approximately 3.7 miles northeast of the project area at 3701 East Las Posas Road. The project would not result in an increase in population and would not increase the capacity of traffic along Pleasant Valley Road. In addition, Pleasant Valley Road would remain open to through traffic during construction to maintain continuous access. Therefore, the project is not expected to increase the

demand for police protection services or result in the need for physically altered facilities. Therefore, the project would result in no impact on police protection.

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

No Impact (Parks). Freedom Park is approximately 0.5 mile west of the project area. The project would not include residential development and would not increase the potential number of residents within the service area of the Pleasant Valley Recreation and Park District (PVRPD). In addition, the project would not increase the need for recreational facilities. As previously mentioned, access would be maintained during construction; the project would not create access issues to recreational facilities. Therefore, the project would result in no impact on parks.

No Impact (Other Public Facilities). The project would not include residential development and would not increase the potential number of residents within Camarillo that could result in an increase demand for other public services such as public libraries. The project is not expected to create any traffic delays during construction that would impact any public facilities. Therefore, the project would result in no impact on other public facilities.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on public services. Increased development of houses and business throughout the Camarillo would potentially increase population and the need for public services. Any project within Camarillo would be subject to the City reviews and fee obligations, which would generally reduce potential cumulative public services impacts to less than significant. The project would include the construction of bike lanes along an existing roadway. Implementation of the project would not contribute to development in the project vicinity. In addition, the project would not include the construction of new homes and businesses. The project would not induce population growth resulting in inadequate public services. Therefore, the contribution of the project to cumulative impacts on public services would not be considerable.

Avoidance, Minimization, and Mitigation

None required.

16. RECREATION

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

Explanation of Checklist Answers

16a-b). No Impact. The PVRPD provides and maintains Camarillo's parks and recreation facilities. The nearest park or recreational facility is the Pleasant Valley Recreation Center located approximately 0.7 mile west of the project area at 480 Skyway Drive. The project is not expected to cause major delays in traffic that would affect any recreation center within the vicinity. The project would not include residential development. Therefore, development of the project would not increase the potential number of residents within Camarillo that would increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. In addition, the project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. Therefore, the project would result in no impact on regional parks, neighborhood parks, and the construction of recreation facilities.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on recreation. Increased development of houses and business throughout the Camarillo would potentially increase population and the need for recreation. The project would include the construction of bike lanes along an existing roadway. Implementation of the project would not contribute to development in the project vicinity. In addition, the project would not include the construction of new homes and businesses. The project would not induce population growth resulting in the need for more recreational facilities. The proposed project would have no impact on public recreation or recreational facilities. Therefore, the contribution of the project to cumulative impacts on recreation would not be considerable.

Avoidance, Minimization, and Mitigation
None required.

17. TRANSPORTATION

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

Explanation of Checklist Answers

17a). No Impact. The project would be constructed in compliance with applicable plans and policies addressing the circulation system. **Table 4** in *Section 11 Land Use and Planning* describes guidance and requirements related to the project. The project would conform to all relevant local policies and requirements.

The Regional Transportation Plan/ Sustainable Communities Strategy was approved by SCAG's regional council. Included in the Regional Transportation Plan/ Sustainable Communities Strategy is Connect SoCal. Connect SoCal is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The project would be consistent to this plan by enhancing mobility through the construction of a bike path as well as maintaining a portion of the existing road network.

Therefore, the project would result in no impacts on program plans, ordinances, or policies addressing the circulation system.

17b). No Impact. During construction, Pleasant Valley Road would remain open to maintain continuous access for residents and businesses. Traffic control may be used to maintain traffic flow in both directions, or traffic may be limited to one lane. A detour route would not be required.

Therefore, the project would result in no impact related to CEQA Guidelines section 15064.3, subdivision (b).

17c). No Impact. The project would include widening an existing roadway. The project would meet current safety and geometric standards. Therefore, the project would result in no impact related to geometric hazards.

17d). Less Than Significant Impact. According to the Safety Element of the General Plan, the average emergency response times within Camarillo are anticipated to be five minutes or less (City of Camarillo, 2004). Construction of the project could temporarily impact services due to traffic control. However, the impacts would be temporary. Therefore, the project would result in a less than signficant impact on emergency access.

Cumulative Impacts

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

Avoidance, Minimization, and Mitigation

None required.

18. TRIBAL CULTURAL RESOURCES

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

Explanation of Checklist Answers

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

The potential for the project to impact historic properties is directly related to the likelihood that such resources are present in the project area, and whether they would be encountered during project construction. A record search of the APE and a surrounding 0.5-mile radius was conducted on December 17, 2019, at the SCCIC. The record search included a review of the State of California Office of Historic Preservation Historic Properties Directory with summary information from the NRHP. The records search found that no historical resources listed in the California Register of Historical Resources were within the APE and surrounding 0.5-mile radius. In addition, no prehistoric resources, NRHP, or other local, state, or federally listed or recognized properties have been identified in the APE or within a 0.5 radius around the project area. No cultural resources or sacred sites were identified in the project vicinity.

The City conducted AB 52 consultation with the Native American Tribes culturally and geographically affiliated with the region. The City sent a letter to the Santa Ynez Band of Mission Indians, Coastal Band of the Chumash Nation, and the Barbareno/Ventureno Band of Mission Indians on December 11, 2020. No responses were received.

The records search and consultation with Native American Tribes did not identify any cultural or historic properties within the APE. Due to the nature of previous ground disturbances within the APE, there remains a low potential to adversely affect unknown, potentially intact buried archaeological deposits that might be eligible for California Register of Historical Resources listing. With the implementation of the measure **CUL-2**, the project would result in a less than significant impact with mitigation incorporated on historical resources.

18b). Less Than Significant Impact With Mitigation Incorporated. See response 18a).The project would result in a less than significant impact with mitigation incorporated on tribal cultural resources.

Cumulative Impacts

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

Avoidance, Minimization, and Mitigation

See avoidance, minimization, and mitigation measures in *Section 5 Cultural Resources*.

19. ULTILIES AND SERVICE SYSTEMS

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

Explanation of Checklist Answers

19a). Less Than Significant Impact. Three sewer lines owned by the Camarillo Sanitary District are located underneath Pleasant Valley Road. One is a 30-inch line that runs the entire length of the project area through the center line of Pleasant Valley Road and terminates at the Camarillo Wastewater Treatment Plant (located outside of the project area). The second is a 20-inch, steel gravity main that runs for approximately one mile along the south side of the project area under the v-ditch from Southfield Road to Las Posas Road. The third is an 18-inch pipe that runs along the entire length of the project area on the south side of the project area. The project would not impact these lines.

There are electrical lines owned by SCE along the south side of Pleasant Valley Road and Frontier utility poles along the north side of the road. The SCE poles on the south side and Frontier poles on the north side would be protected where feasible. Several SCE guy wires may need to be relocated to accommodate the road widening. However, the potential relocation of guy wires would be consistent with General Plan policies. Therefore, the project would result in a less than significant impact on utilities.

19b). Less Than Significant Impact. Most of the project area and adjacent agricultural land is located within the service area of the Pleasant Valley County Water District, which provides supplemental irrigation water to farmlands (City of Camarillo, 2019). A small portion of the project area and adjacent property occupied by International Paper is provided water by the City's Water Division of the Public Works Department (City of Camarillo, 2019). Construction would require a small amount of water for mixing cement and for dust control, which would be provided by water trucks. The City has sufficient water supplies available to serve the project's water needs during construction. Project operation would not require potable or reclaimed water or new water connections and would therefore not impact existing water supplies. Therefore, the project would result in a less than significant impact on water supplies.

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

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

- Chiquita Canyon Sanitary Landfill
- Simi Valley Landfill & Recycling Center
- Toland Road Landfill

- Gold Coast Recycling and Transfer Station Construction and demolition debris would be trucked to the appropriate solid waste facility. These facilities have adequate capacity to accept the solid waste that would be temporarily generated by construction.

No solid waste would be generated during project operation. Therefore, the project would not cause a permanent increase in solid waste generation. All solid-waste-generating activities within Camarillo are subject to the requirements set for in California AB 939 (California Integrated Waste Management Act), which requires each city and county to divert 50 percent of its solid waste from landfill disposal through source reduction, recycling, and composting. Subsequently, Senate Bill 1016 (The Solid Waste Disposal Measurement Act) was implemented to provide a simplified measure of a jurisdiction's performance in accordance with AB 939 by moving to a per capita disposal rate. Camarillo currently uses Gold Coast Regional Recycling and Transfer Station to divert recyclable materials from the waste stream. As of 2018, the City's per capita disposal rate was 5.10 pounds per day which met the target of 7.70 pounds per day (CalRecycle, 2018). The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impar the attainment of solid waste reduction goals. In addition, the project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Therefore, the project would result in a less than significant impact on solid waste management, regulations, generation, and local infrastructure capacity.

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on utilities and service systems. Development of cumulative projects throughout Camarillo would increase the demand for utilities and service systems. However, the existing utilities that serve Camarillo have adequate capacity to accommodate growth within the city. Therefore, the cumulative impact of growth within Camarillo is expected to be less than significant. The proposed project would have less than significant impacts to utilities. Therefore, the contribution of the project to cumulative impacts on utilities and service systems would not be considerable.

Avoidance, Minimization, and Mitigation

None required.

20. WILDFIRE

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

Explanation of Checklist Answers

20a). No Impact. According to the Safety Element of the General Plan, evacuation routes in Camarillo depend on the event and need for evacuation (City of Camarillo, 2013b). The project area is not located within any of the evacuation routes as listed in the General Plan. Additionally, Pleasant Valley Road would remain open to through traffic during construction to maintain continuous access for local residents and businesses. Traffic control may be used to allow traffic to be maintained in both directions, or traffic may be limited to one lane. A detour route would not be required. Therefore, the project would result in no impact on adopted emergency response plans or emergency evacuation plans.

20b). No Impact. The project area is not within high or VHFHZ designated by the Safety Element of the General Plan and the City has not identified significant unusual urban fire hazards (City of Camarillo, 2004). The project would not exacerbate wildfire risks that would expose people to pollutant concentrations from wildfire or uncontrolled spread of wildfire. Therefore, the project would result in no impacts related to wildfire pollutant exposure.

20c). No Impact. The project would not require the installation or maintenance of any associated infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, the project would result in no impacts related to exacerbating fire risks.

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

Cumulative Impacts

Current and continuing development contribute to cumulative impacts on wildfire. Cumulative projects could be located near areas designated as very high or high fire hazard zones. These projects would be required to adhere to federal, state, and local regulations for including the California Building Standards Code – Chapters 7 and 7A, California Fire Code – Chapter 47, the Ventura County community Wildfire Protection Plan. The project would have no impact related to wildfire. Therefore, the contribution of the project to cumulative impacts on wildfire would not be considerable.

Avoidance, Minimization, and Mitigation

None required.

21. MANDATORY FINDING OF SIGNIFICANCE

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

Explanation of Checklist Answers

21a). Less Than Significant Impact With Mitigation Incorporated. As described in *Section 4 Biological Resources*, implementation of measures **BIO-1** through **BIO-20** would be implemented to address impacts on biological resources. *Section.5 Cultural Resources* describes measures **CUL-1** and **CUL-2** which would address impacts on cultural and tribal resources. Therefore, the project would

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

21b). Less Than Significant Impact With Mitigation Incorporated. According to 14 CCR § 15355, "Cumulative impacts" refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment which results from the incremental impact when added to other closely related past, present, and reasonably foreseeable future projects. **Table 10** provides a summary of projects within two miles of the project area, which is used in the cumulative impact analysis. The project would not result in any significant impacts with the implementation of measures mentioned in *Section 3 Air Quality*, *Section 4 Biological Resources*, *Section 5 Cultural Resources*, *and Section 13 Noise*. Implementation of those measures would reduce impacts to a less than significant level. Therefore, with implementation of measures **AQ-1, BIO-1** through **BIO-20, CUL-1** and **CUL-2,** and **NOI-1** and **NOI-2**, the project's contribution to cumulative impacts would be less than cumulatively considerable. The remaining environmental issue areas would have less than significant impacts and the impacts would be less than cumulatively considerable. Because the project's impacts would be less than significant, the project would not contribute considerably to cumulative impacts. Therefore, the project would result in a less than significant impact with mitigation incorporated on cumulative impacts.

Table 10 Projects Within Two Miles

Project Name	Project Limits	Project Description	Project Location in Relation to Project Area	Status
SD-5052 Camarillo Hills Drain Replacement at Ventura Blvd.	Intersection of Las Posas Road & Ventura Blvd	Replace deteriorating reinforced concrete box under Ventura Blvd. and Las Posas Road.	The Camarillo Hills Drain Replacement at Ventura Blvd Project is located 0.72 miles north of the project area.	Final design is underway. Construction is expected to begin and end 2022/2023 to 2023/2024.
CH-09-01 City Hall Council Chambers Remodel	City Hall, 601 Carmen Dr #6034, Camarillo, CA 93010	Upgrade the City Hall Council Chambers to meet current demands including upgrading ADA access and audiovisual components.	The City Hall Council Chambers Remodel Project is located 1.13 miles north of the project area.	Concept Design is complete and is currently in final design. Construction is expected to begin 2022/2023.
SS-10-03 Daily Drive/101 Freeway Sewer Improvements	Daily Drive between Calle La Roda and Rosewood Avenue and under US 101 freeway	Construct 1,800 feet of 18″ sewer pipeline along Daily Drive between Calle La Roda and Rosewood Avenue, additional 1,000 feet of 24″ sewer Pipeline under the US 101 Freeway, and 113 feet of 28″ HDPE encased in a 42″ steel casing	The Daily Drive/101 Freeway Sewer Improvements Project is located 0.96 miles north of the project area.	The first phase to construct the portion south of the 101 freeway is complete. Consultant selection for the design of phase 2 on Daily Dr. and under the freeway is underway.
CP-5095 Dizdar Park Renovation and Expansion	Dizdar Park	Construct site access, parking, landscape, hardscape and lighting improvements on the existing park and former fire station properties. Includes demolition of	The Dizdar Park Renovation and Expansion Project is located 0.77 miles northeast of the project area.	Project design is underway.

		the former fire station building and former Chamber of Commerce building.		
SS-14-01 Lewis Road to Flynn Road Sewer	Lewis Road at Elma to Flynn Road at Vista Mercado	Construct a new sewer to replace the deficient sewer crossing at Lewis Road and Adolfo Road that extends under the Union Pacific Rail Road to Flynn Road.	The Lewis Road to Flynn Road Sewer Project is located 1.96 miles northeast of the project area.	The project is in design and right-of-way acquisition phase. Construction is expected to begin 2022/2023.
ST-14-05 Metrolink Undercrossing	Metrolink Train Station, 30 S Lewis Rd, Camarillo, CA 93010	Construct pedestrian tunnel to improve access between the two parking lots and improve train operations by utilizing both platforms.	The Metrolink Undercrossing Project is located 0.84 miles northeast of the project area.	The project is in the design phase. Construction is expected to begin and end 2023/2024 to 2024/2025.
SS-5037 Pleasant Valley Road Sewer Force Main	On Pleasant Valley Road from Las Posas Road to the Wastewater Treatment Plant	Investigating alternatives on replacing the existing approximately 4-mile-long sewer force main.	The Pleasant Valley Road Sewer Force Main Project is within the project area.	The project is in the preliminary design phase.
SS-13-04 Pump Station No. 3 Rehabilitation	North side of Pleasant Valley Road approximately 500 feet east of the Las Posas Road intersection.	Replace pumps as existing pumps are old and replacement parts are no longer available.	The Pump Station No. 3 Rehabilitation Project is within the project area.	In construction. Anticipated to end in Summer 2022.
SS-5106 Pump Station No. 4 Rehabilitation	Pleasant Valley Road and Southfield Road	Rehabilitation of sanitary pump station including pumps, piping, and electrical equipment.	The SS-5106 Pump Station No. 4 Rehabilitation Project is within the project area.	The project is in the design phase. Construction is expected to begin 2021/2022.

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

Source: (City of Camarillo, 2021)

21c). Less Than Significant with Mitigation Incorporated. The IS analysis shows that the project would not have environmental effects causing substantial adverse effects on human beings, directly or indirectly. Impacts associated with air quality, biological resources, cultural resources, and noise would all be reduced to a less than significant level with implementation of measures **AQ-1**, **BIO-1** through **BIO-20**, **CUL-1** and **CUL-2**, and **NOI-1** and **NOI-2**. Therefore, the project would result in a less than significant impact with mitigation incorporated related to environmental effects.

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