

EXECUTIVE SUMMARY

This Environmental Impact Report (EIR) has been prepared to examine the potential environmental effects of the proposed Conejo Creek Specific Plan. This section summarizes the characteristics of the proposed Specific Plan, the environmental impacts, mitigation measures, and residual impacts associated with the proposed Specific Plan.

PROJECT SYNOPSIS

Project Applicant

Development Planning Services, Inc.
211 Village Commons Blvd., Suite 15
Camarillo, California 93012

Existing Conditions and Setting

The 740- acre Specific Plan area is located near the southeastern portion of the City, between Camarillo Springs Golf Course and the residential communities of Woodside Greens and Village at the Park. The Ventura Freeway (U.S. 101) borders the northeastern boundary. The vast majority of the proposed Specific Plan area is currently comprised of agricultural land uses. The existing Pancho Road industrial area is surrounded by the Specific Plan area, but is not included in the Specific Plan. The existing onsite circulation network includes a series of arterial, collector, and local streets including Pleasant Valley Road, Adhor Lane, Pancho Road, Ridgeview Street, Calle Quetzal, and Howard Road. Primary vehicular access points to the site are from Pleasant Valley Road from the west, and Ridgeview Street from the east.

The site is zoned Limited Manufacturing (LM), Agricultural Exclusive (AE), and Open Space (OS), and is within the General Plan's Agriculture, Linkage (Special Treatment), Industrial, and Public land use designations.

Project Description

The proposed Specific Plan involves adoption of the Conejo Creek Specific Plan to guide future development within the proposed 740-acre Specific Plan area in the southeastern portion of the City. Entitlements requested for the Specific Plan include an amendment to the Camarillo General Plan Land Use Element, a Zone Change, adoption of a Specific Plan and associated tract map, and discretionary approvals from Ventura Local Agency Formation Commission, California Department of Fish and Game, Regional Water Quality Control Board, Federal Emergency Management Agency. Individual development projects within the Specific Plan Area after approval of the Specific Plan would require additional approvals including amendments to the Specific Plan, Development Design Review Permits, Building and Grading Permits and Modifications.

The Specific Plan envisions a series of distinct pedestrian-oriented residential neighborhoods in close proximity to existing and planned employment centers and neighborhood commercial uses, intended to reduce dependence on automobiles. The Specific Plan includes parks, trails,



and mixed-use development, as well as public road improvements, shared private recreational facilities, a local public trail network, and access to natural open space areas. The Specific Plan would facilitate the development of up to 2,500 residential units and 1,770,000 square feet of non-residential space, including mixed use, retail commercial, institutional and industrial space. The Specific Plan would also include 44.5 acres of parkland, 40.3 acres of lakes and 137.9 acres of creeks, greenbelts and open space. The plan provides for an institutional site as well as a school site, if required. Public and private recreational and open space lands are also integrated throughout the plan.

Development of the Specific Plan is anticipated to occur over an approximately twenty year period. As a result, there would be a number of individual projects and multiple phases within each project. Development of the major land use components may occur independently of one another or in parts. It is intended that agricultural production continue, to the degree economically feasible, on the undeveloped segments of the Specific Plan area.

The proposed Specific Plan includes architectural and landscaping design standards, which are discussed in more detail in Section 2.0 of the EIR, *Project Description*.

ALTERNATIVES

Four alternatives to the proposed Specific Plan were selected for consideration and analyzed in the EIR as follows:

- Alternative 1: No Specific Plan, Existing General Plan
- Alternative 2: Southbound U.S. 101 Hook Ramp. This alternative would be similar to the proposed Specific Plan, including the same land use pattern and buildout, with the addition of new hook ramps on the southbound side of U.S. Highway 101 (U.S. 101) approximately halfway between the Santa Rosa Road/Pleasant Valley Road interchange and the Camarillo Springs Road interchange. The hook ramps, which include an off-ramp and an on-ramp, would provide direct access to the Plan Area for southbound U.S. 101 traffic.
- Alternative 3: Reduced Density. This alternative would include the same development pattern and land uses as the proposed Specific Plan, but would result in development at an overall lower density than currently proposed. The Reduced Density Alternative would reduce residential buildout from 2,500 dwelling units to 2,200 dwelling units and would reduce non-residential buildout from 1,770,000 square feet to 1,425,000.
- Alternative 4: Cluster Development. This alternative includes the same level of development as the proposed Specific Plan, but would concentrate (or “cluster”) development in a 386.6-acre area in the northern and eastern portions of the Plan Area.

The No Specific Plan, Existing General Plan Alternative would avoid almost all of the Specific Plan’s impacts and is therefore considered environmentally superior overall. It



should be noted, however, that this alternative would not fulfill the Specific Plan objectives. Among the other alternatives being considered, the Reduced Density Alternative would be considered environmentally superior, as it would reduce impacts in many issue areas, due primarily to the reduced buildout potential. It should be noted, however, that this alternative would not reduce any of the significant and unavoidable impacts anticipated for the proposed Specific Plan to a significant but mitigable or less than significant level. This alternative would generally meet the Specific Plan objectives, although fewer housing units would be constructed.

SUMMARY OF IMPACTS AND MITIGATION MEASURES

Table ES-1 includes a brief description of the environmental issues relative to the proposed Specific Plan, the identified environmental impacts, proposed mitigation measures, and residual impacts. Impacts are categorized by classes. Class I impacts are defined as significant, unavoidable adverse impacts which require a statement of overriding considerations to be issued per Section 15093 of the *State CEQA Guidelines* if the Specific Plan is approved. Class II impacts are significant adverse impacts that can be feasibly mitigated to less than significant levels and which require findings to be made under Section 15091 of the *State CEQA Guidelines*. Class III impacts are considered less than significant impacts.

**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
AESTHETICS		
Impact AES-1. Development facilitated by the proposed Specific Plan would adversely affect public scenic views in the Plan Area from the General Plan Scenic Corridor System roadways of Adohr Lane, Pleasant Valley Road, Lewis Road, and U.S. 101. Public views from recreational facilities along the Santa Monica Foothills would also be adversely affected. Impacts to public views would be Class I, <i>significant and unavoidable</i> .	Mitigation measures are not available to reduce impacts to scenic roadways and public viewsheds due the visual prominence and large visual scale of the project.	Significant and unavoidable.
Impact AES-2. The visual character of the Specific Plan Area would be substantially altered through the introduction of residential, commercial, industrial, and open space development on a site that currently contains agricultural fields on the majority of the site. This change in visual character would be a Class I, significant and unavoidable, impact.	Mitigation measures are not available to reduce the impact to the visual character of the site, short of a substantial reduction in intensity and height of proposed development.	Significant and unavoidable.
Impact AES-3. The proposed Specific Plan would result in new sources of light and glare within the Specific Plan area, due primarily to the increased density and height of structural development. This would be a Class II, <i>significant but</i>	AES-3(a): Lighting Plans and Specifications. Prior to the issuance of any building permits, the applicant shall submit lighting plans and specifications for all exterior lighting fixtures and light standards to the Planning Department for review and approval. The plans shall demonstrate that all	Less than significant with incorporated mitigation.



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<i>mitigable, impact.</i>	<p>outdoor light fixtures to be installed are designed or located in a manner as to contain the direct rays from the lights on-site and to minimize spillover of light onto surrounding properties, roadways or Conejo or Calleguas Creek. All parking structure lighting shall be shielded and directed away from residential uses. Such lighting shall be primarily located and directed so as to provide adequate security. Prior to the issuance of any building permits, the applicant shall demonstrate to the Planning Department that all night lighting installed on private property within the Plan Area shall be shielded, directed away from residential uses, and confined to the Plan Area.</p> <p>AES-3(b): Building Material Specifications. Prior to the issuance of any discretionary permits for construction under the Specific Plan, the applicant shall submit plans and specifications for all building materials and colors to the Planning Department for review and approval. All structures facing any public street or neighboring property shall use minimally reflective glass and all other materials and colors used on the exterior of buildings and structures shall be selected with attention to minimizing reflective glare. Prior to the issuance of any building permits, the applicant shall submit plans and specifications showing that building windows are tinted with an antireflective material in order to minimize glare.</p>	
AGRICULTURE		
<p>Impact AG-1. Implementation of the proposed Specific Plan would result in the conversion of approximately 620 acres of "important farmland" to non-agricultural uses. This would result in the permanent loss of agricultural lands. Therefore, impacts would be Class I, <i>significant and unavoidable.</i></p>	<p>Mitigation measures are not available to avoid or offset the conversion of land to non-agricultural uses due to a net decrease in available agricultural lands and an insufficient amount of "prime farmland" available for acquisition within the City.</p>	<p>Significant and unavoidable.</p>
<p>Impact AG-2. Development of non-agricultural uses within the Specific Plan Area could potentially cause compatibility conflicts with on-site and nearby agricultural uses. Impacts would be Class II, <i>significant but mitigable.</i></p>	<p>AG-2: Interim Agricultural Buffers. To the extent practical, future applicants for developments that would be located adjacent to active agricultural operations shall provide a minimum buffer of 100 feet from the development to the agricultural operations. If this distance is not practical due to project design or features, or is not practical because it would conflict with proposed subsequent development under the Specific Plan, then temporary screening, such as dust-control fencing, landscaping, or earthen berms shall be installed.</p>	<p>Less than significant with implementation of mitigation measure AG-2.</p>
AIR QUALITY		
<p>Impact AQ-1. The proposed Specific Plan would be consistent with the 2007 AQMP, and therefore would not conflict with the District's plan to achieve the federal and state standards for ozone.</p>	<p>None Required</p>	<p>Less than significant without mitigation.</p>



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<p>Impacts relating to AQMP consistency are therefore Class III, <i>less than significant</i>.</p>		
<p>Impact AQ-2. Construction activities associated with buildout under the proposed Specific Plan would generate temporary increases in localized air pollutant emissions. Such emissions may result in temporary adverse impacts to local air quality. However, compliance with required construction mitigation measures would ensure that impacts would remain Class II, <i>significant but mitigable</i>.</p>	<p>AQ-2(a): Dust Control Measures. The following shall be implemented during grading and construction for all projects under the Specific Plan in order to control dust.</p> <ol style="list-style-type: none"> 1. The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust. 2. Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavating activities. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities. 3. Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities: <ol style="list-style-type: none"> a. All trucks shall be required to cover their loads as required by California Vehicle Code Section 23114. b. All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. 4. Graded and/or excavated inactive areas of the construction site shall be monitored at least weekly for dust stabilization. Soil stabilization methods shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area within three weeks, it shall be seeded and watered until grass growth is evident, or periodically treated with environmentally safe dust suppressants, to prevent excessive fugitive dust. 5. Signs shall be posted on-site limiting traffic to 15 miles per hour or less. 6. During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to affect adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust from being an annoyance or hazard, either off-site or on-site. 7. Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if 	<p>Less than significant due to the temporary nature of the impacts.</p>



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	<p>visible soil material is carried over to adjacent streets and roads.</p> <p>8. Personnel involved in grading operations, including contractors and subcontractors, shall wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.</p> <p>9. Shaker plates shall be installed at all truck exits from the site.</p> <p>10. Dust control requirements shall be shown on all grading plans.</p> <p>AQ-2(b): Construction Equipment Controls. The following shall be implemented during construction for all projects under the Specific Plan in order to minimize emissions of ozone precursors.</p> <ol style="list-style-type: none"> 1. Construction contractors shall minimize equipment idling time throughout construction. Engines shall be turned off if idling would be for more than five minutes. 2. Equipment engines shall be maintained in good condition and in proper tune per manufacturers' specifications. 3. The number of pieces of equipment operating simultaneously shall be minimized. 4. Construction contractors shall use alternatively fueled construction equipment (such as compressed natural gas, liquefied natural gas, or electric) when feasible. 5. The engine size of construction equipment shall be the minimum practical size. 6. Heavy-duty diesel-powered construction equipment manufactured after 1996 (with federally mandated clean diesel engines) shall be utilized wherever feasible. 7. During the smog season (May through October), the construction period should be lengthened so as to minimize the number of vehicles and equipment operating at the same time. <p>AQ-2(c): Low Volatile Paints. Wherever feasible, non-painted exterior surfaces and low volatile interior and exterior paints shall be used for architectural coatings for all new building construction within the Specific Plan area.</p>	
<p>Impact AQ-3: Operational emissions of ROG and NO_x would exceed VCAPCD's daily thresholds. However, these impacts are mitigable with payment of Transportation Demand Management (TDM) fees. Therefore, the Specific Plan would have a Class II, <i>significant but mitigable</i>, impact on regional air quality.</p>	<p>AQ-3(a): TDM Fees. Projects coming forward under the Specific Plan shall contribute their fair share to the City of Camarillo Transportation Demand Management (TDM) Plan Fund, which can be used to develop regional programs to offset air pollutant emissions associated with implementation of the Conejo Creek Specific Plan. The fees will be based on each development project's fair share of the Specific Plan's exceedance of the threshold for ROG and NO_x. The fees shall be calculated based on the unit cost for ROG and NO_x in effect at the</p>	<p>Less than significant with incorporated mitigation.</p>



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	<p>time the fee is to be paid using the VCAPCD guidelines formula of:</p> <ul style="list-style-type: none"> • (excess emissions lbs/day) x (unit cost ROG) x (days in operation) x (3 years) = Total cost • Current year (2012) ROG calculation: 354.4 pounds per day of ROG x \$5.18 per pound of ROG x 365 days per year x 3 years = \$2,010,192. Approximately 54% of vehicle trips are associated with non-residential development, while 46% are associated with residential development. Therefore, these costs are distributed proportionately. This equates to \$369.77 per residential unit and \$0.61 per square foot of non-residential development. • (excess emissions lbs/day) x (unit cost NOX) x (days in operation) x (3 years) = Total cost • Current year (2012) NOX calculation: 378.5 pounds per day of NOX x \$7.54 per pound of NOX x 365 days per year x 3 years = \$3,125,009. Approximately 54% of vehicle trips are associated with non-residential development, while 46% are associated with residential development. Therefore, these costs are distributed proportionately. This equates to \$575.00 per residential unit and \$0.95 per square foot of non-residential development. <p>The TDM Plan Fund shall be used to finance City programs to reduce regional air pollutant emissions. Specific mitigation measures that could be undertaken using the fund include, but are not limited to, enhanced public transit service, vanpool programs/subsidies, rideshare assistance programs, clean fuel programs, improved pedestrian and bicycle facilities, and park-and-ride facilities. Payment of fees is required prior to issuance of occupancy permits.</p> <p>AQ-3(b): Increased Efficiency. Residential and commercial land uses shall increase efficiency a minimum of 10% beyond Title 24 standards. Applicants shall provide documentation of energy savings associated with materials proposed for use at time of building permit application.</p>	
<p>Impact AQ-4. Project traffic, together with cumulative traffic growth in the area, would not create carbon monoxide concentrations exceeding state or federal standards. Localized air quality impacts would therefore be Class III, <i>less than significant</i>.</p>	<p>None Required</p>	<p>Less than significant without mitigation.</p>
<p>Impact AQ-5. The Specific Plan would locate residential neighborhoods along U.S. Highway 101, which is a source of toxic air pollutants associated with high</p>	<p>AQ-5: Air Ventilation Specifications. Forced air ventilation with filter screens on outside air intake ducts shall be provided for any residential units within 500 feet of U.S. 101, such as those within</p>	<p>Less than significant with incorporated mitigation.</p>



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<p>volumes of truck traffic, which could cause significant health risks to onsite receptors because of diesel exhaust emissions. This impacts would be Class II, <i>significant but mitigable</i>.</p>	<p>Planning Area 12. Windows and doors shall be fully weatherproofed with caulking and weather-stripping that is rated to last at least 20 years.</p>	
<p>Impact AQ-6. Development under the Specific Plan would not be expected to be affected by nuisance odors from the Camarillo Sanitation District Wastewater Treatment Plant. Prevailing daytime winds would generally carry odors from the Wastewater Treatment Plant away from the Specific Plan area. In addition, the Wastewater Treatment Plant has one odor complaint in the past 15 years. This impact would be Class III, <i>less than significant</i>.</p>	<p>None Required</p>	<p>Less than significant without mitigation.</p>
<p>BIOLOGICAL RESOURCES</p>		
<p>Impact BIO-1. Development facilitated by the Specific Plan would have the potential to adversely affect sensitive wetland and riparian habitats including Southern Riparian Scrub, Southern Riparian Forest, and Coastal and Valley Freshwater Marsh. This would be a Class II, <i>significant but mitigable</i>, impact.</p>	<p>BIO-1(a): Jurisdictional Delineation. Prior to initiation of construction of creek modifications and the by-pass channel, a jurisdictional determination shall be conducted by a City-approved qualified biologist. The jurisdictional determination shall verify the USACE and CDFG jurisdictional extents mapped by Impact Sciences, Inc. (2008). The jurisdictional determination shall clearly delineate the jurisdictional extents for the USACE, RWQCB, CDFG, and the VCWPD. The results shall be summarized in a preliminary jurisdictional determination report which should be submitted to the appropriate agencies for review and approval. Permits should be obtained from each agency where applicable prior to initiation of construction activities.</p> <p>BIO-1(b): Conejo and Calleguas Creek Habitat Restoration. Riparian and coastal and valley freshwater marsh habitats impacted by future development within the Specific Plan area shall be restored at a minimum of 1.5:1 (acres of habitat restored to acres of habitat lost). Restoration shall occur on-site where the habitat has been temporarily disturbed as well as within the bypass channel. Restoration shall be concurrent with or immediately following construction activities to reduce temporal displacement of habitat. A qualified biologist shall prepare a mitigation and monitoring plan which shall include at a minimum the following components:</p> <ul style="list-style-type: none"> • Goals of the mitigation and monitoring program • Description of the restoration areas • Description of planting materials • Schedule of planting, irrigation, and maintenance activities • Planting, irrigation, and weed control methodology 	<p>Less than significant with incorporated mitigation.</p>



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 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
	<ul style="list-style-type: none"> • Measure to protect new plantings from herbivores and humans • Monitoring methods and timeline • Success criteria • Reporting requirements • Contingency plan <p>The plan shall be implemented for not less than 5 years or until all success criteria has been met as determined by the VCWPD. All plant material shall be of locally, native species commonly found undisturbed reaches of the Calleguas watershed. Non-native species shall be prohibited. The mitigation and monitoring plan shall be coordinated with the VCWPD.</p>	
<p>Impact BIO-2. Development facilitated by the Specific Plan has the potential to adversely affect special status plant species. This would be a Class II, <i>significant but mitigable</i>, impact.</p>	<p>BIO-2(a) Special Status Plant Surveys. Prior to initiation of construction activities for subsequent projects which include natural communities, focused plant surveys for special status plant species as listed at the time of the proposed subsequent action shall be conducted. The surveys shall be conducted by a qualified biologist in accordance with the CDFG and USFWS protocols in effect at the time of the surveys (currently California Department of Fish and Game 2009, United States Fish and Wildlife Service 2000). The surveys shall be conducted such that the bloom period for each target plant species is covered and all special status plant species observed on-site shall be mapped onto a site-specific aerial photograph.</p> <p>BIO-2(b) Special Status Plant Avoidance and Minimization. All special status plant species identified on-site shall be avoided to the greatest extent feasible. Recreational trails and other recreational features established on the southern rock outcrop shall be sited to avoid impacts to special status plant species. Populations of special status plant species found on this rock outcrop shall have a low-profile barrier established between the trail and the plant location to protect them, and signage shall be installed on the outcrop to inform recreational users about these special status species. If populations of special status plant species are identified on the northern rock outcrop or elsewhere within the project site, the proposed development shall be re-designed to maintain these locations within designated open space, as feasible.</p> <p>BIO-2(c) Special Status Plant Mitigation. If impacts to special status plant species cannot be avoided, seed shall be collected from plants prior to removal and shall be distributed in suitable habitat on-site not planned for development. Perennial plant species may be salvaged if possible and translocated to an approved mitigation area on-site. If on-site mitigation is not feasible, mitigation shall occur at a City-approved off-site location.</p>	<p>Less than significant with incorporated mitigation.</p>



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	<p>The total number or total acreage for each special status plant species shall be determined prior to ground disturbance activities and shall be restored at a 2:1 ratio for each species. A mitigation and monitoring plan shall be prepared by a City-approved biologist and shall include those measures outlined in BIO-1(b) above.</p>	
<p>Impact BIO-3. Development facilitated by the Specific Plan has the potential to adversely affect special status animal species. This would be a Class II, <i>significant but mitigable</i>, impact.</p>	<p>BIO-3(a): Conejo Creek Habitat Monitoring. A habitat monitoring program shall be established for Conejo Creek within the project site. Prior to construction of the bypass channel, baseline conditions shall be established based upon the biological needs of the arroyo chub, southern Pacific pond turtle, two-striped garter snake, and least Bell's vireo. Surveys for each of these species shall be conducted by qualified biologists in accordance with established protocols as applicable. Baseline measurements shall be taken and may include, but not be limited to, a detailed description of the creek including plant species composition, an assessment of vegetative cover, location and depth of pools, location of riffles, speed of in-stream flows, and presence of basking sites.</p> <p>Following construction of the bypass channel, Conejo Creek shall be monitored on an annual basis for a minimum of five years. Habitat suitability for each species shall be measured during each monitoring visit and compared with baseline conditions. If the condition of the creek relative to the biological needs of special status animal species deteriorates substantially from baseline conditions at any time during the monitoring period, the qualified biologist(s) shall make recommendations to restore the creek to baseline conditions. Recommendations may include increasing the flows in Conejo Creek, and creek maintenance measures such as removal of sediment and restoration of vegetation. Annual reports shall be prepared and submitted to the VCWPD and shall outline the methods and results of the monitoring efforts, and shall include applicable recommendations. The VCWPD shall oversee this habitat monitoring as well as any suitable recommendations for restoring the creek to baseline conditions.</p> <p>BIO-3(b): Bypass Channel Habitat Enhancement. The bypass channel shall include habitat enhancement features to support the arroyo chub, southern Pacific pond turtle, two-striped garter snake, and least Bell's vireo. A restoration plan shall be developed by City-approved biologists with specific knowledge of the ecology of these species, as well as habitat restoration. The plan shall be coordinated with the Calleguas Creek Watershed Management</p>	<p>Less than significant with incorporated mitigation.</p>



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	<p>Plan and shall be submitted to the CDFG and the Calleguas Creek Watershed Management Plan Steering Committee for review and approval. The bypass channel shall be vegetated with locally native riparian plant species similar to what is present along Conejo Creek. Invasive, non-native species shall be prohibited. The bypass channel shall be constructed to mimic a natural stream and shall include a meandering low-flow stream with riffles and ponds. Habitat enhancement along the bypass channel may be used to satisfy on-site mitigation requirements if approved by the regulatory agencies.</p> <p>A Habitat Enhancement Plan shall be prepared and shall outline the goals, methods, success criteria, and timeline for habitat enhancements along the bypass channel. The plan shall also include a proactive weed control program to prevent the spread of invasive species (e.g., giant reed). The plan shall be administered by a City-approved qualified biologist for a minimum of five years.</p> <p>BIO-3(c): Pacific Pond Turtle Avoidance, Capture and Relocation. Where suitable habitat is present and will be impacted by proposed construction activities, a City-approved biologist shall conduct spring surveys for southern Pacific pond turtles before the onset of construction activities. If any pond turtles are found within 1,000 feet of construction activities, the biologist shall contact the CDFG to determine if moving any individuals is appropriate. If the CDFG approves moving animals, the biologist shall be allowed sufficient time to move the animals from the work site before work activities begin. If the CDFG does not recommend moving the animals, an appropriate buffer from seasonal pools, in-stream pools, and /or nesting sites shall be implemented and no grading or other construction activities shall occur within this buffer unless authorized by the CDFG. Only the CDFG-approved biologist shall participate in activities associated with the capture and handling of pond turtles.</p> <p>BIO-3(d): Coastal California Gnatcatcher Avoidance and Minimization. Prior to construction of subsequent projects within the Specific Plan area located within 500 feet of coastal California gnatcatcher habitat, a protocol survey of such habitat shall be conducted by a USFWS-approved qualified biologist in accordance with the Coastal California Gnatcatcher (<i>Poliptila californica californica</i>) Presence/Absence Survey Guidelines (United States Fish and Wildlife Service 1997). Survey results shall be submitted to the USFWS for review and approval within 45 days of completion of the surveys. If any survey for coastal California gnatcatcher results in negative findings, subsequent surveys in suitable</p>	



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	<p>habitat will be required if the previous survey results are more than one year old. If coastal California gnatcatchers are found on-site at any time, impacts shall be avoided. Avoidance measures may include restricting development to the non-breeding season, establishment of a large non-disturbance buffer around a nest site and/or suitable habitat, and monitoring noise levels during construction to ensure noise levels do not exceed 60 decibels at the edge of occupied habitat. Mitigation for impacts to occupied habitat shall also be required at a minimum of 1:1 (habitat restored to habitat impacted). Habitat mitigation shall occur on-site in accordance with the restoration plan guidelines outlined in BIO-1(b) above. If take of coastal California gnatcatchers may occur, an Incidental Take Permit issued by the USFWS may be required. This permit may include additional mitigation measures not described herein.</p> <p>BIO-3(e): Least Bell's Vireo Avoidance and Minimization. Prior to the initiation of construction for subsequent projects within the Specific Plan area located within 500 feet of least Bell's vireo habitat, a protocol study shall be conducted by a USFWS-approved qualified biologist in accordance with the Least Bell's Vireo Survey Guidelines (United States Fish and Wildlife Service 2001). Survey results shall be submitted to the USFWS for review and approval within 45 days of completion of the surveys. If least Bell's vireo nests are found on-site, impacts shall be avoided. Avoidance measures may include restricting development to the non-breeding season, establishment of a large non-disturbance buffer around a nest site and/or suitable habitat, and monitoring noise levels during construction to ensure noise levels do not exceed 60 decibels at the edge of occupied habitat. Mitigation for impacts to occupied habitat shall also be required at a minimum of 1:1 (habitat restored to habitat impacted). Habitat mitigation shall occur on-site in accordance with the restoration plan guidelines outlined in BIO-1(b) above. If take of least Bell's vireo may occur, an Incidental Take Permit issued by the USFWS may be required. This permit may include additional mitigation measures not described herein.</p> <p>BIO-3(f): Two-striped Garter Snake Avoidance, Capture and Relocation. Where suitable habitat is present, a City-approved biologist shall conduct surveys for the two-striped garter snake before the onset of construction activities. If any two-striped garter snakes are found within 100 feet of construction activities, the biologist shall be allowed sufficient time to move the animals from the work site before work activities begin. Only the City-approved biologist shall participate in activities associated with the capture and handling of this species.</p>	



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	<p>BIO-3(g) Bryant’s Woodrat Relocation. Bryant’s woodrat shall be relocated from the north rock outcrop using a slow vegetation clearance/hazing action. Silt fencing shall be installed at the base of the north and south sides perpendicular to and extending to Calleguas Creek. The silt fence will serve to direct animals escaping from land clearing activity into the dispersion corridor formed by Calleguas Creek. Vegetation clearing shall begin at the east side of the rock outcrop under the guidance of a biological monitor, and the animals will be hazed to the west towards the creek. When possible, middens will be dismantled by hand until the animals flee away from the mechanized equipment. Vegetation clearing will occur at the pace set by the ability to dismantle the nests.</p> <p>The general area and density of Bryant’s woodrat nests located on the southern rock outcrop shall be mapped on a site-specific aerial photograph. All recreational enhancements, such as trails, shall be sited to avoid removal of woodrat nests. Signage shall be installed to provide recreational users with information about Bryant’s woodrats.</p> <p>BIO-3(h): Pre-Construction Nesting Bird Surveys and Avoidance. To ensure avoidance of impacts to nesting bird species and raptors (“birds of prey”), including ground-nesting species, all ground disturbing and/or tree removal activities shall occur between September 1 and February 15. If ground disturbing activities and/or tree removal cannot be conducted during this time period, pre-construction surveys for active nests shall be conducted by a City-approved biologist within and adjacent to all anticipated development areas no more than two weeks prior to initiation of construction activities. If active nests are located, all construction work must be conducted outside a buffer zone to be determined by the biologist in consultation with the CDFG (typically 50 to 300 feet). No direct disturbance to nests shall occur until the adults and young are no longer reliant on the nest site. The biologist shall confirm that breeding/nesting is completed and young have fledged the nest prior to the start of construction within the buffer zone.</p> <p>BIO-3(i): Worker Education. Prior to initiation of all construction activities near sensitive resources (e.g., rock outcrops, riparian and wetland habitats), a City-approved biologist shall conduct a training session for all construction personnel. At a minimum, the training shall include a description of all sensitive resource issues on-site as well as the general measures that are being implemented to protect these resources. A fact sheet printed in both English and Spanish</p>	



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
	languages shall be provided to all contractors, their employees, and any other personnel involved with the construction of the project, and shall include a description of the sensitive resources on-site, information on their occurrence on-site, a list of construction BMPs and other applicable mitigation measures, instructions to follow when encountering sensitive resources, and all applicable City-required Conditions of Approval.	
<p>Impact BIO-4: Development facilitated by the Specific Plan has the potential to adversely affect wildlife movement corridors. This would be a Class II, <i>significant but mitigable</i>, impact.</p>	<p>BIO-4(a): Development Setbacks. All development shall be sited at a minimum of 150 feet from the edge of riparian habitat, with the exception of recreational trails which shall be setback a minimum of 100 feet from the edge of riparian habitat. In addition, development shall be sited at a minimum of 100 feet from the edge of open space on the southern rock outcrop. Setbacks shall be clearly depicted on all grading and construction plans prior to issuance of grading permits.</p> <p>BIO-4(b): Fencing. Solid barrier fencing on-site shall be prohibited around areas that border open spaces or routes of animal movement, specifically riparian areas. Fencing in these areas shall consist of “ranch style” post fencing. Fencing shall allow at least one-foot of clearance above ground to permit wildlife movement. Fencing between creekside trails and the creeks shall be designed to limit human entry into significant habitat. Such fencing or vegetative barrier shall be at least four feet in height and shall be planted with spinescent plants such as wild rose, blackberry, or other suitable native species in a dense bramble.</p> <p>BIO-4(c): Landscape Plan. Grading plans for all proposed projects shall include a landscape plan. The plan shall describe the size and species of all trees, shrubs, and herbaceous species proposed to be planted adjacent to open space areas, including the limits of irrigated areas. Locally native plant species shall be used to the greatest extent feasible, particularly adjacent to open space areas. Invasive and problematic species such as those identified by the California Invasive Plant Council as invasive plants and listed by the California Department of Food and Agriculture and/or U.S. Department of Agriculture as noxious weeds shall be prohibited.</p> <p>The landscape plan shall identify operational procedures to be employed to maintain a healthy landscape with minimal application of fertilizers and pesticides. No rodent control, pesticides, or herbicides shall be used within the non-disturbance buffer zones around wetland and riparian habitats. Operation and management of the landscape program will be designed to contain the distribution of management chemicals within the project site.</p>	Less than significant with incorporated mitigation.



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
	<p>BIO-4(d): Pet Brochure. For all residential developments within 500 feet of open space areas, a pet brochure shall be prepared to inform prospective homebuyers about the impacts associated with non-native animals, especially cats and dogs. The brochure shall also inform potential homebuyers of the potential for native predators (e.g., coyotes, bobcats) to prey on domestic animals.</p> <p>BIO-4(e): Construction Best Management Practices. The following construction Best Management Practices (BMPs) shall be incorporated into all grading and construction plans:</p> <ul style="list-style-type: none"> • Designation of equipment washout, fueling and maintenance areas to be located within the limits of grading at a minimum of 150 feet from the edge of wetland and riparian vegetation as identified by a qualified biologist. Washout areas shall be designed to fully contain polluted water and materials for subsequent removal from the site. • Drip pans shall be placed under all stationary vehicles and mechanical equipment. • All trash shall be placed in sealed containers and shall be removed from the project site at a minimum of once per week. • No firearms will be allowed on construction sites. • No pets are permitted on a project site during construction. 	
<p>Impact BIO-5. The lake feature as proposed by the Specific Plan has the potential to attract and expose bird species aircraft collisions. This would be a Class III, <i>less than significant</i> impact.</p>	<p>None Required</p>	<p>Less than significant without mitigation.</p>
<p>CULTURAL RESOURCES</p>		
<p>Impact CR-1. The proposed Specific Plan would not disturb any recorded archaeological or paleontological resources. However, site development has the potential to disturb unknown areas of prehistoric significance. This would be a Class II, <i>significant but mitigable</i>, impact.</p>	<p>CR-1(a): Native American Monitoring. The developer shall contract with a Native American monitor to be present during all initial subsurface grading, trenching or construction activities within the Plan Area. The monitor shall provide a monthly report to the City of Camarillo Community Development Department summarizing their activities during the reporting period. A copy of the contract for these services shall be submitted to the Community Development Director for review and approval prior to grading activities on site. The monitoring report(s) shall be provided to the Community Development Department prior to approval of final building permits.</p> <p>CR-1(b): Procedures for Discovery of Intact Cultural Resources. In the event that archaeological resources are unearthed during construction within the Plan Area, all earth disturbing</p>	<p>Less than significant with incorporated mitigation.</p>



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
	<p>work within the vicinity of the find must be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find. If such archaeological resources are determined to be significant, appropriate actions to mitigate impacts to the resource shall be implemented. Depending upon the nature of the find, mitigation could involve avoidance, documentation, or other appropriate actions to be determined by a qualified archaeologist. After the find has been appropriately mitigated, work in the area may resume. A Chumash representative shall monitor any mitigation work associated with Native American cultural material.</p> <p>CR-1(c): Procedures for Discovery of Human Remains. If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the California Native American Heritage Commission.</p>	
<p>Impact CR-2. Development facilitated by the Specific Plan would result in the demolition of potentially historic resources that may be eligible for listing on NRHP, CRHR, and City of Camarillo Historic Landmarks. Impacts would be Class I, <i>significant and unavoidable</i>.</p>	<p>CR-2(a): Documentation of Historic Resources. An historic preservation professional qualified in accordance with the Secretary of the Interior's Standards shall be selected to complete a documentation report on the eligible buildings in the Specific Plan area. All eligible buildings discussed above shall be documented with archival quality photographs of a type and format approved by the City of Camarillo. This documentation, along with historical background of the properties prepared for this property, shall be submitted to an appropriate repository approved by the City. The documentation reports shall be completed and approved by the City prior to the issuance of demolition permits.</p> <p>CR-2(b): Design. The City of Camarillo shall review and confirm that the final architectural plans for rehabilitation of the Adohr Milk Farms building that is to remain within the Specific Plan area conforms to the Secretary of the Interior's Standards for Rehabilitation prior to issuance of building permits.</p> <p>CR-2(c): Interpretive Plan. An historic preservation professional qualified in accordance with the Secretary of the Interior's Standards shall be selected by the City of Camarillo to prepare an on-site interpretive plan, focusing on the significant historic themes associated with the properties to be demolished and the historical development of agriculture in Camarillo, with a focus on the history of the Adohr Milk Farms. The plan may consist of a public display or other suitable interpretive approaches, as approved by the City of Camarillo,</p>	<p>Development of the proposed project would result in an unavoidably significant impact because potentially eligible historic structures would be demolished. Implementation of the mitigation measures would reduce but not eliminate the significant and unavoidable impact of demolishing these structures. No feasible mitigation measures are available that would reduce impacts below thresholds.</p>



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
	and be installed in an appropriate public location within the Plan Area. If no appropriate public location is available, an appropriate off-site public location for the display shall be found by the applicant. The interpretive display shall remain in public view for a minimum of five years, and if removed, appropriately archived.	
GEOLOGY AND SOILS		
Impact GEO-1. Seismically-induced ground shaking could damage structures in the proposed Specific Plan Area, resulting in loss of property and risk to human health. Impacts would be Class III, <i>less than significant</i> .	None Required	Impacts are less than significant without mitigation.
Impact GEO-2. Soils in the proposed Specific Plan area have high- to moderate potential for settlement. Therefore, development facilitated by the Specific Plan has the potential to create soil-related hazards; this would be a Class II, <i>significant but mitigable</i> , impact.	<p>GEO-2: Adherence to Geotechnical Report. All recommendations contained in the Specific Plan geotechnical report (Gorian and Associates, 2009) shall be implemented as individual projects are implemented in the Specific Plan area. This includes, but is not limited to, the following:</p> <ul style="list-style-type: none"> • All vegetation, soils containing substantial levels of organics, trash and construction debris on the property within the areas of development shall be removed prior to grading operations. Any existing utility or subsurface draining systems shall also be removed or abandoned. • All existing fill soils shall be removed during grading. Additionally, upper soils shall be removed to a minimum of three to five feet below the bottom of proposed footings. Deeper removals may be necessary where heavy foundation loads are proposed. • After vegetation and soil removal, exposed soil shall be observed by the project geotechnical consultant to evaluation if additional removals are needed. • All areas to receive fill shall be processed before placing fill. Processing shall consist of surface scarification to a minimum depth of 8 inches, moisture conditioning to slightly above the optimum moisture content, and re-compaction to a minimum of 90% of the maximum dry density (90% relative compaction). Optimum moisture content and maximum dry density shall be determined per ASTM D 1557. • On-site fill soils shall be free of all deleterious materials including trash, debris, organic matter, and rocks larger than 12 inches. Fill soils shall be placed in thin uniform lifts, brought to slightly above the optimum moisture content, and compacted to a minimum of 90% relative compaction. If import fill is needed, sources of import fill shall be approved by the project geotechnical consultant prior to transport of 	Less than significant with incorporated mitigation.



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
	materials to the site. <ul style="list-style-type: none"> • Temporary shallow excavations made in properly compacted fill or firm natural soils shall stand with vertical sides. Vertical excavations deeper than four feet shall be shored, or in place of shoring, temporary excavations less than ten feet in depth can be sloped at ¾(h):1(v) or flatter. • Backfill of all utility trenches within building, parking, and drive areas shall be compacted to a minimum of 90% relative compaction. To the extent possible, sandier on-site soils shall be used for backfilling trenches. • Positive drainage shall be provided away from structures and retaining walls during and after construction. Planters near a structure shall be constructed so irrigation water will not saturate footing and slab subgrade soils. 	
Impact GEO-3. Site-specific evaluation of soils indicate a low potential for liquefaction-induced surface manifestations, lateral spreading, and hydroconsolidation in the proposed Specific Plan Area. Impacts due to liquefaction would be Class III, <i>less than significant</i> .	None Required	Less than significant without mitigation.
Impact GEO-4. A small portion of the proposed Specific Plan area is designated as an intermediate mudslide hazard zone in the City's General Plan Safety Element. However, an on-site geotechnical evaluation indicates that there are no potential landslide risks in the Plan Area. Therefore, impacts resulting from potential landslides would be considered Class III, <i>less than significant</i> .	None Required	Less than significant without mitigation.
Impact GEO-5. Soils in the proposed Specific Plan area are subject to wind erosion. However, development facilitated by the Specific Plan would reduce the exposure of soils in the Plan Area. Therefore, this impact would be Class III, <i>less than significant</i> .	None Required	Less than significant without mitigation.
Impact GEO-6. Expansive soils are located in the proposed Specific Plan area, which could result in structural distress for new development facilitated by the Specific Plan. However, site specific mitigation, such as drainage and irrigation maintenance, would reduce impacts to less than significant. Therefore, this impact would be Class II, <i>significant but mitigable</i> .	GEO-6: Soils/Foundation Report Measures. Individual property developers proposing development within the areas identified as having a moderate or high shrink-swell potential on Figure 4.6-3 shall submit a soils/foundation report as part of the application for any proposed Building Permit(s). To reduce the potential for foundation cracking, one or more of the following shall be implemented as recommended by a qualified engineer:	Less than significant with incorporated mitigation.



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
	<ol style="list-style-type: none"> 1. Use continuous deep footings (i.e., embedment depth of 3 feet or more) and concrete slabs on grade with increased steel reinforcement together with a pre-wetting and long-term moisture control program within the active zone. 2. Removal of the highly expansive material and replacement with non-expansive compacted import fill material. 3. The use of specifically designed drilled pier and grade beam system incorporating a structural concrete slab on grade supported approximately 6 inches above the expansive soils. 4. Chemical treatment with hydrated lime to reduce the expansion characteristics of the soils. 5. Where necessary, construction on transitional lots shall include over excavation to expose firm sub-grade, use of post tension slabs in future structures, or other geologically acceptable methods. 	
GREENHOUSE GASES		
<p>Impact GHG-1. Buildout of the proposed Specific Plan would accommodate new residences, businesses, industry, and other uses that would generate greenhouse gas emissions and incrementally contribute to climate change. The proposed Specific Plan would be generally consistent with the Climate Action Team GHG reduction strategies and the 2008 Attorney General Greenhouse Gas Reduction Measures. In addition, the Specific Plan’s GHG emissions would not exceed the plan-level “efficiency” threshold. Impacts would therefore be Class III, <i>less than significant</i>.</p>	<p>Impacts would be less than significant without mitigation. However, although emissions are below the threshold, due to the large scale of the Specific Plan and associated GHG emissions, Mitigation measures GHG-1(a) through GHG-1(c) are <i>recommended</i> in order to reduce GHG emissions from development under the proposed Specific Plan to the extent feasible.</p> <p>GHG-1(a): Specific Plan Area Transit Improvements. The City and future applicants coordinate with Camarillo Area Transit (CAT) to allow for a transit routing through the community, and provide bus stops and/or shelters as needed in the community to accommodate the bus routing needed by CAT. The Specific Plan shall be revised to require future commercial and industrial developments greater than 100,000 square feet within the Specific Plan area to provide transit stops and turnouts. Transit stops shall include benches and shelters. The City Public Works Department will review transit stop locations.</p> <p>GHG-1(b): Transportation Demand Measures. In order to relieve traffic congestion and improve air quality, the following Transportation Demand Measures shall be implemented for commercial and industrial developments greater than 100,000 square feet.</p> <ul style="list-style-type: none"> • Install bicycle racks and/or bicycle lockers at a ratio of 1 bicycle parking space for every 10 car parking spaces for customers and employees; • Include teleconferencing capabilities, such as web cams or satellite linkage, which will allow employees to attend meetings remotely without 	<p>Less than significant without mitigation.</p>



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
	<p>requiring them to travel out of the area;</p> <ul style="list-style-type: none"> • Provide on-site eating, refrigeration and food vending facilities to reduce employee lunchtime trips; • Provide preferential carpool and vanpool parking spaces. Preferential parking spaces shall be located close to building entrances so as to maximize convenience for employees that utilize carpools and vanpools; and, • Provide shower and locker facilities to encourage employees to bike and/or walk to work (provide one shower and three lockers per every 25 employees). <p>The Specific Plan shall be revised to require future applicants to provide Community Development staff with documentation of TDM programs and incentives offered to their employees, as well as design features as listed above.</p> <p>GHG-1(c): Energy Efficiency Measures. The City shall ensure that all future development incorporate the following energy efficiency measures to the extent practical, which will be reflected on and incorporated into every development application:</p> <ul style="list-style-type: none"> • Exceed adopted 2008 Title 24 energy requirements by a minimum of five percent; • Use locally made building materials for construction of the project and associated infrastructure when such materials are locally available; • Use of materials which are resource efficient, recyclable, with long life cycles; • Install energy-reducing shading mechanisms for windows, porches, patios, walkways, etc.; • Install energy reducing day lighting systems (e.g. skylights, light shelves, transom windows); • Use of water efficient landscapes; • Use tankless water heaters or solar water heaters; • Use of low energy interior lighting; • Use low energy street lights and parking lot lights (i.e. sodium); • Use of high efficiency or gas space heating; • Use double-paned windows; • Use of heat transfer modules in furnaces; • Single-family detached residential roofs, commercial building roofs, and HOA owned public building roofs, which have adequate solar orientation shall be designed to be compatible with the installation of photovoltaic panels or other current solar power technology; • Orient buildings to face either north or south, provide roof overhands, and use landscaping to create shade; 	



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
	<ul style="list-style-type: none"> • Use of light colored water-based paint and roofing materials; • Use of natural lighting; • Use of built-in energy efficient appliances; and • Use of landscaping to shade buildings and parking lots. 	
HAZARDS AND HAZARDOUS MATERIALS		
<p>Impact HAZ-1. The proposed Specific Plan would require the demolition of structures that could contain asbestos or lead based paints. The release of these materials has the potential to adversely affect human health and safety. Impacts would be Class II, <i>significant but mitigable</i>.</p>	<p>HAZ-1(a): Asbestos Abatement. Prior to any demolition or renovation, onsite structures that contain asbestos must have the asbestos containing material removed according to proper abatement procedures recommended by the asbestos consultant and as required by the VCAPCD. All abatement activities shall be in compliance with California and Federal OSHA, and with the VCAPCD requirements. Only asbestos trained and certified abatement personnel shall be allowed to perform asbestos abatement. All asbestos containing material removed from onsite structures shall be transported by a licensed to handle asbestos-containing materials personnel and disposed of at a licensed receiving facility and under proper manifest. Following completion of the asbestos abatement, the asbestos consultant shall provide a report documenting the abatement procedures used, the volume of asbestos containing material removed, and where the material was disposed. This report shall include transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party, with a copy submitted to the VCAPCD and the City of Camarillo.</p> <p>HAZ-1(b): Lead Based Paint Removal. Prior to any demolition or renovation, onsite structures that contain lead-based paint must be removed according to proper abatement procedures recommended by the consultant and in accordance with VCAPCD, State of California and Federal requirements. Only lead-based paint trained and certified abatement personnel shall be allowed to perform abatement activities. All lead-based paint removed from these structures shall be hauled and disposed of by a transportation company licensed to transport this type of material. In addition, the material shall be taken to a landfill or receiving facility licensed to accept the waste. Following completion of the lead based paint abatement, the lead based paint consultant shall provide a report documenting the abatement procedures used, the volume of lead based paint removed, where the material was moved to, and include transportation and disposal manifests or dump tickets. The abatement report shall be prepared for the property owner or other responsible party, with a copy submitted to the VCAPCD and the City of Camarillo.</p>	<p>Less than significant with incorporated mitigation.</p>



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
<p>Impact HAZ-2. Historically, the proposed Specific Plan area has been occupied by agricultural uses which involved the use and storage of hydrocarbons, heavy metals, and pesticides. These historical uses, including the possibility of an undocumented pit/dump on the western portion of the Adohr Farms property, have the potential to have resulted in undocumented releases of hazardous materials into the soil and groundwater beneath the site and nearby surface water bodies. Impacts would be Class II, <i>significant but mitigable</i>.</p>	<p>HAZ-2(a): Additional Assessment Work Plan. Prior to issuance of grading permits, additional soil assessment shall be conducted at the locations identified in the Phase II ESA where contaminants were detected at concentrations exceeding the screening levels, including the Reiter Property, Stuart Property, Hiji Property, and the Brucker Property. A work plan shall be completed to address the sampling protocols to be followed as well as the number of samples to be taken and the chemical analysis required. Upon lead agency approval, the work plan shall be implemented and the results of the soil or groundwater sampling shall be forwarded to the lead regulatory agency (City of Camarillo, Ventura County Environmental Health Department (VCEHD), RWQCB, or the Ventura County Fire Department). The agency should review the data determine if any additional investigation or remedial activities are deemed necessary. No work shall resume in that area until the lead local regulatory agency has provided written authorization that the area does not warrant any additional action.</p> <p>HAZ-2(b): Remediation Program. If concentrations of contaminants warrant remediation, contaminated materials shall be remediated either prior to or concurrent with construction and a Phase III ESA shall be prepared. A Phase III ESA shall generally include a management plan which establishes design and implementation of remediation. Cleanup may include excavation, disposal, bio-remediation, or any other treatment of conditions subject to regulatory action. All necessary reports, regulations and permits shall be followed to achieve cleanup of the site. The contaminated materials shall be remediated under the supervision of an environmental consultant licensed to oversee such remediation and under the direction of the lead oversight agency. The remediation program shall also be approved by a regulatory oversight agency, such as the City of Camarillo, VCEHD, RWQCB, or the Ventura County Fire Department. All proper waste handling and disposal procedures shall be followed. Upon completion of the remediation, the environmental consultant shall prepare a report summarizing the project, the remediation approach implemented, and the analytical results after completion of the remediation, including all waste disposal or treatment manifests.</p> <p>HAZ-2(c): Contingency Plan. Prior to issuance of any grading or dewatering permits the applicant shall prepare a contingency plan that outlines measures that will be implemented in the event that presently undocumented contaminants, structures,</p>	<p>Less than significant with incorporated mitigation.</p>



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
	<p>or features are suspected or discovered during grading. The contingency plan shall identify appropriate measures to be followed if contaminants are found or suspected. The appropriate measures shall identify personnel to be notified, emergency contacts, and a procedural protocol to be implemented. The excavation and demolition contractors shall be made aware of the possibility of encountering unknown hazardous materials, and shall be provided with appropriate contact and notification information. The contingency plan shall include a provision stating at what point it is safe to continue with the excavation or demolition, and identify the person authorized to make that determination. The contingency plan shall be reviewed and approved by the Fire Department or VCEHD prior to the issuance of the grading permit.</p>	
<p>Impact HAZ-3. Surficial soil adjacent to U.S. 101 along Calle Cuesta on the northern portion of the proposed Specific Plan Area contains aerielly deposited lead (ADL). Exposure to ADL could result in human health hazards. This would be a Class II, <i>significant but mitigable</i>.</p>	<p>HAZ-3: Aerially-Deposited Lead (ADL) Soil Analysis and Remediation. Prior to issuance of grading permits for the portion of the site along U.S. 101, areas where soil samples collected during the Phase II assessment that had concentrations of lead exceeding 50 mg/kg shall be analyzed for soluble lead using the soluble threshold limit concentration (STLC) extraction procedure. If soluble lead concentrations using the STLC extraction procedure exceed 5 mg/L, then these soil samples shall be further analyzed for soluble lead using the toxicity characteristic leaching procedure (TCLP) extraction procedure. The results of the STLC and TCLP analysis, if any, will determine the classification of the soil in these areas as non-hazardous or hazardous waste. If lead levels are detected above the hazardous material thresholds, the soil shall be hauled and disposed of by a transportation company licensed to transport hazardous materials material. In addition, the material shall be taken to a landfill or receiving facility licensed to accept hazardous waste. Documentation of the appropriate sampling, transportation and disposal must be prepared and include the volume of soil removed, where the material was moved to, and include soil profiling, and transportation and disposal manifests. The soil removal documentation shall be prepared for the property owner or other responsible party, with a copy submitted to the City of Camarillo.</p>	<p>Less than significant with incorporated mitigation.</p>
<p>Impact HAZ-4. Implementation of the proposed Specific Plan could expose site workers and future residents to potentially harmful chemicals and materials resulting from accidents along U.S. 101. However, existing regulations pertaining to the transportation of</p>	<p>None Required</p>	<p>Less than significant without mitigation.</p>



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 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
hazardous materials would reduce these impacts to a Class III, <i>less than significant</i> level.		
Impact HAZ-5. The Specific Plan would locate industrial uses adjacent to residential uses, which could create land use compatibility conflicts. However, existing City zoning regulations would require industrial areas to be compatible with residential uses. Therefore, impacts would be Class III, <i>less than significant</i> .	None Required	Less than significant without mitigation.
HYDROLOGY AND WATER QUALITY		
Impact HWQ-1. Construction activities pursuant to implementation of the Conejo Creek Specific Plan have the potential to increase erosion and sedimentation, which, if uncontrolled, could adversely impact surface water quality. However, compliance with NPDES Permit requirements and City ordinances would ensure that temporary construction related water quality impacts would be Class III, <i>less than significant</i> .	None Required	Less than significant without mitigation.
Impact HWQ-2. Development in accordance with the proposed Specific Plan would increase impervious surfaces on-site, thereby resulting in increased peak stormwater runoff flows, which could adversely affect water quality and groundwater recharge. However, implementation of proposed on-site storm water detention, storm drain improvements and infrastructure, and the by-pass channel would ensure that runoff does not exceed the capacity of existing and proposed facilities and water quality is not adversely affected and groundwater recharge is maintained. This would be a Class III, <i>less than significant</i> , impact.	None Required	Less than significant.
Impact HWQ-3. Portions of the proposed Specific Plan area are located within the FEMA designated 100-year flood zone. However, the proposed bypass channel and levee systems within Conejo Creek would eliminate the 100-year flood hazard within the Specific Plan area. This would be a Class III, <i>less than significant</i> , impact.	None Required	Less than significant.
Impact HWQ-4. Excavation and grading in the Specific Plan area could encounter groundwater. This may require temporary or permanent dewatering.	HYD-4: Dewatering Program. Prior to the issuance of any grading permits in the Specific Plan area a qualified hydrologist shall estimate from the final engineering plans the volume of dewatering	Less than significant with incorporated mitigation.



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
<p>This would be a Class II, <i>significant but mitigable</i>, impact.</p>	<p>necessary for the proposed project. If dewatering is required, a dewatering program shall be designed to properly convey and treat dewatering discharge in accordance with the NPDES permits, as well as state and local regulations. The program shall be subject to the approval of the Ventura County Watershed Protection District and the City of Camarillo Public Works Department. The program shall include site design methods for treatment and conveyance of temporary, and permanent if required, dewatering discharge, including but not limited to infiltration ponds, vegetated swales, and/or reuse for landscape irrigation. Prior to the implementation of any dewatering program, groundwater sampling shall be performed to ensure that the system is adequately designed and permitted to address onsite groundwater conditions.</p>	
<p>LAND USE AND PLANNING</p>		
<p>Impact LU-1. The Specific Plan would be potentially inconsistent with General Plan policies related to agriculture and community design. This would be a Class I, <i>significant and unavoidable</i> impact.</p>	<p>The proposed Specific Plan would be consistent with the General Plan and Zoning Ordinance with adoption of a General Plan Amendment. No feasible mitigation is available to resolve inconsistencies with the two General Plan policies related to agriculture and one related to topographical feature preservation. Please see Section 6.0 <i>Alternatives</i> for an analysis of the potential impacts of a clustered project alternative.</p>	<p>Significant and unavoidable.</p>
<p>Impact LU-2. The proposed Specific Plan could be found to be generally consistent with applicable SCAG policies. Therefore, impacts would be Class III, <i>less than significant</i>.</p>	<p>None Required</p>	<p>Less than significant without mitigation.</p>
<p>Impact LU-3. The 303-acre “Adhor Farms” property within the proposed Specific Plan would require an amendment to the City of Camarillo sphere of influence boundary and annexation into the City of Camarillo. However, the entire Specific Plan Area is within the CURB boundary and conflicts with LAFCO policies are not anticipated. Therefore, impacts would be Class III, <i>less than significant</i>.</p>	<p>None Required</p>	<p>Less than significant without mitigation.</p>
<p>NOISE</p>		
<p>Impact N-1. Construction-related activities associated with buildout of the Specific Plan would intermittently generate high noise levels and groundborne vibrations on and adjacent to the site. This may affect existing and future receptors on or near the project site. However, construction noise would be temporary and subject to the requirements of Municipal Code</p>	<p>None Required</p>	<p>Less than significant without mitigation.</p>



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
10.24.120. Therefore, impacts would be Class III, <i>less than significant</i> .		
Impact N-2. Onsite operations would generate noise levels that may periodically be audible to existing land uses near and within the Specific Plan area. However, operational noise is not expected to exceed City noise standards. This is a Class III, <i>less than significant</i> impact.	None Required	Less than significant without mitigation.
Impact N-3. Additional traffic volumes and associated noise generated by development under the Specific Plan would expose existing residential, recreational, commercial and industrial receptors adjacent to roadways serving the project area to increases in traffic-generated noise. Impacts would be Class I, significant and unavoidable .	<p>N-3(a) Improvements to Existing Buildings. The Specific Plan applicant shall offer to carry out the following noise attenuation improvements for property owners of existing residences along Pleasant Valley Road from Highway 101 to Lewis Road and property owners of existing industrial and commercial receptors along Pancho Road south of Pleasant Valley Road, Pleasant Valley Road from Lewis Street to East 5th Street, and Ridgeview Road. Existing property owners may select from these various noise attenuation improvements as applicable to their existing residence or structure. The improvements as selected by the property owners must properly be located on the structure to effectively attenuate noise from the adjacent roadway. These noise attenuation techniques are known to reduce noise levels by 25 dB(A) and include the following:</p> <ul style="list-style-type: none"> • Installation of doors with a minimum Sound Transmission Class (STC)¹ rating of 50; • Installation of commercially available windows with STC ratings of 32 or higher; • Replace exterior wall surfaces with stucco or brick veneer provided that it would improve noise attenuation; • Installation of baffled roof or attic vents. <p>N-3(b) Sound Barriers. Sound reduction could be achieved through the construction of a berm and/or sound barriers along Pancho Road, south of Pleasant Valley Road, Pleasant Valley Road from Lewis Street to East 5th Street, and Ridgeview Road. The sound barrier may be any combination of solid materials such as concrete masonry unit (CMU), glass, and/or acrylic.</p>	Significant and unavoidable.
Impact N-4. Additional traffic volumes and associated noise generated by development under the Specific Plan would expose future receptors within the	N-4(a): Acoustical Analysis and Design Mitigation. Future applicants for development within noise contours that would exceed City standards shall retain a professional acoustical consultant to	Less than significant with incorporated mitigation.

¹ A single-number rating system for determining the amount of noise reduction provided by a window, door or other building component. The higher the STC rating, the more efficient the component will be in reducing noise. Windows and doors having a minimum STC rating are sometimes required to ensure that a building facade will achieve a minimum Noise Level Reduction (NLR). STC ratings may not be subtracted from exterior noise exposure values to determine interior noise exposure values.



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
<p>Specific Plan area to noise levels that would exceed City standards. This would be a Class II, <i>significant but mitigable</i> impact.</p>	<p>conduct an acoustical analysis. The recommendations of the acoustical analysis shall be incorporated into project design, in order to assure that exterior and interior noise level standards of the City are achieved. Noise reduction measures that may be required for future development may include (but would not be limited to):</p> <ul style="list-style-type: none"> • Sound barriers, including sound walls. To avoid secondary aesthetic impacts, long expanses of walls or fences shall be interrupted with offsets and provided with accents to prevent monotony. Landscape pockets and pedestrian access through walls should be provided. Whenever possible, a combination of elements shall be used, including solid fences, walls, and landscaped berms; • Site layout, including setbacks, open space separation and shielding of noise sensitive uses with non-noise-sensitive uses; • Roof and attic vents facing away from the nearest roadway; • Air conditioning or a mechanical ventilation system that will allow doors and windows to remain closed; • Double-paned glass on all windows; • Windows and sliding glass doors mounted in low air infiltration rate frames; • Solid core exterior doors with perimeter weather stripping and threshold seals; and • Acoustically insulated building wall construction. <p>Incorporation of these and other similar design requirements would be expected to achieve an interior noise level reduction of 25 dB or greater as well as attenuate exterior noise levels to acceptable levels.</p>	
<p>Impact N-5. Aircraft associated with nearby airports would periodically generate noise that may be audible to future land uses within the Specific Plan area. However, aircraft noise is not expected to exceed City noise standards. This is a Class III, <i>less than significant</i> impact.</p>	<p>None Required</p>	<p>Less than significant without mitigation.</p>
<p>POPULATION AND HOUSING</p>		
<p>Impact PH-1. Development facilitated by the proposed Specific Plan would add 2,500 housing units, and an estimated 6,613 residents to the City. The additional population that could be accommodated through implementation of the proposed Specific Plan would not exceed SCAG's 2020 and 2030 population forecasts for Camarillo.</p>	<p>None Required</p>	<p>Less than significant without mitigation.</p>



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
Therefore, impacts would be Class III, <i>less than significant</i> .		
Impact PH-2. The Plan Area includes nine residential units that would be demolished as part of the Specific Plan. Up to 2,500 dwelling units would be constructed to replace these units. Furthermore, existing residential units are owned by the project applicants and would not result in substantial displacement of housing units. Impacts related to the displacement of housing would therefore be Class III, <i>less than significant</i> .	None Required	Less than significant without mitigation.
Impact PH-3. The proposed Specific Plan would generate 2,500 housing units and an estimated 7,575 jobs. When compared to both existing and cumulative (2030) jobs/housing ratios for the City of Camarillo, the effect of the Specific Plan on the existing ratio would be negligible. Therefore, impacts related to the City's jobs/housing balance would be Class III, <i>less than significant</i> .	None Required	Less than significant without mitigation.
PUBLIC SERVICES		
Impact PS-1. The proposed Specific Plan would incrementally increase demand for fire protection services. Existing VCFD facilities would adequately serve the proposed Specific Plan. However, specific project design features are required to ensure adequate fire protection. Impacts would be Class II, <i>significant but mitigable</i> .	PS-1: Traffic Control Emitter System. The applicant shall be responsible for the costs associated with the installation of a traffic control emitter system. The emitters/receivers shall be installed at each of the traffic signals from Station 52 along Pleasant Valley Road to Ridge View Road and eastward to the Specific Plan area, and along Pleasant Valley Road from Lewis Road to Pancho Road, and along Pancho Road southward to the Specific Plan area. In addition, the applicant shall cover the costs associated with the installation of the emitters on the applicable emergency vehicles at Station 52. Upgrades and improvements shall be operational prior to occupancy on the Specific Plan area.	Less than significant with incorporated mitigation.
Impact PS-2. The proposed Specific Plan would increase demand on the Ventura County Sheriff's Department for police protection. However, existing facilities would adequately serve the proposed Specific Plan. Impacts would be Class III, <i>less than significant</i> .	None Required	Less than significant without mitigation.
Impact PS-3. The proposed Specific Plan would generate an estimated 1,251 elementary and middle school students, and 293 high school students. The addition of these students could adversely affect the existing school	None Required	Less than significant without mitigation.



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
facilities in the PVSD and OUHSD. However, with payment of State mandated school impact fees, impacts would be Class III, <i>less than significant</i> .		
RECREATION		
Impact REC-1. The proposed Specific Plan would provide new housing for approximately 6,500 residents, which would generate demand for 33 acres of parkland. However, the project would provide 44.5 acres of developed parkland, which would exceed the City standard of five acres of parks per 1,000 residents. This would be a Class III, <i>less than significant</i> , impact.	None Required	Less than significant without mitigation.
Impact REC-2. The Specific Plan area does not contain any existing recreational or park facilities. The project would not involve the removal of any parkland or recreational facilities, and impacts would be Class III, <i>less than significant</i> .	None Required	Less than significant without mitigation.
TRAFFIC and CIRCULATION		
Impact T-1. Traffic generated by buildout of the proposed Specific Plan when added to existing conditions would result in levels of service that exceed City thresholds at one intersection. However, because improvements planned by the City would reduce the potential impact at the intersection below thresholds, impacts would be Class III, <i>less than significant</i> .	None Required	Less than significant without mitigation.
Impact T-2. Traffic generated by buildout of the proposed Specific Plan when added to cumulative (2030) traffic conditions would result in future levels of service that exceed City thresholds at three intersections. Mitigation would reduce impacts at all three of these intersections below City thresholds. Therefore, impacts would be Class II, <i>significant but mitigable</i> .	<p>T-2(a): Lewis Road and Pleasant Valley Road. Improvements to mitigate the impact at this location shall consist of adding a third northbound shared through lane and a second northbound right-turn lane.. Because the LOS deficiency at this location is caused by the proposed Specific Plan, future applicants will be fully responsible for implementing the impact mitigation improvements identified here.</p> <p>T-2(b): Santa Rosa Road and Upland Drive. Improvements to mitigate the Specific Plan's impact at this location shall involve adding a second eastbound left-turn lane. Because the intersection is deficient under no-Specific Plan conditions, the Specific Plan is responsible for its fair share of the cost of the improvement at Santa Rosa Road and Upland Drive rather than being fully responsible for implementing the improvement.</p>	Less than significant with incorporated mitigation.



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
	<p>T-2(c): Pleasant Valley Road and Pancho Road. Improvements to mitigate the Specific Plan’s impact at this location shall involve widening Pleasant Valley Road to three northbound through lanes east of Pancho Road, with the westbound free right-turn lane at Pancho Road becoming the third northbound lane, and the addition of a third southbound through lane on Pleasant Valley Road. The third southbound lane would continue west of the intersection to east of Callueguas Creek overcrossing (approximately 1,000 feet).</p>	
<p>Impact T-3. Traffic generated by buildout of the proposed Specific Plan would not result in levels of service below C on the six on-ramps. However, the U.S. Freeway mainline currently operates and is projected to cumulatively operate at unacceptable levels of service in the study area, and the buildout of the Specific Plan would add traffic to these unacceptable segments. Therefore, impacts would be Class I, <i>significant and unavoidable</i>.</p>	<p>U.S. 101 Northbound Auxiliary Lane. The project applicant shall fully fund construction of an auxiliary lane on the U.S. 101 northbound mainline. The auxiliary lane shall be constructed between interchanges from Santa Rosa Road/Pleasant Valley Road to Flynn Road; from Lewis Road to Carmen Drive; and from Carmen Drive to Las Posas Road. The auxiliary lane shall be constructed and operational prior to occupancy clearance for the first phase of Specific Plan implementation. The applicant shall be responsible for all implementation costs.</p> <p><u>Secondary Impact Mitigation Measures not Included in Project Mitigation Measures:</u></p> <p>AES-4(a) Avoidance of Tree Removal During Auxiliary Lane Construction. The auxiliary lane shall be designed to avoid removal of mature eucalyptus trees adjacent to the auxiliary lane alignment between Calleguas Creek and Lewis Road to the extent feasible. Final plans for the auxiliary lane shall include an exhibit prepared by a qualified arborist and submitted for review and approval by the Community Development Director indicating which trees would be retained and which removed or encroached upon to the point where their long-term survival would be substantially diminished.</p> <p>AES-4(b) Replacement of Trees Removed During Auxiliary Lane Construction. Prior to the commencement of tree removal for the auxiliary lane adjacent to the auxiliary lane alignment between Calleguas Creek and Lewis Road, a qualified arborist or landscape architect shall prepare a tree replacement plan for review and approval by the Community Development Director. Trees shall be replaced at a minimum ratio of 1:1 of similar species to those removed, and the plan shall include specifications for a minimum three-year monitoring and maintenance program to help ensure survival at a 1:1 ratio.</p>	<p>The auxiliary lane would improve LOS on U.S. 101 northbound on/off ramp lanes. However, Specific Plan-related traffic would continue to contribute to unacceptable LOS along the U.S. 101 mainline. In addition, improvements that fall within Caltrans jurisdiction (i.e. the auxiliary lane) would be subject to Caltrans approval and therefore timing and implementation cannot be assured at this time. Impacts to U.S. 101 mainline would be Class I, significant and unavoidable.</p> <p>Secondary impacts would include potentially significant impacts related to aesthetics, biological resources, cultural resources, hazards/hazardous materials, and noise.</p>



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
	<p>N-5(a) Auxiliary Lane Construction - Heavy Truck Restrictions. Contractor shall direct off site heavy truck activities to avoid East Daly Road between Raemere Street and in Mobil Avenue adjacent residential areas.</p> <p>N-5(b) Auxiliary Lane Construction - Staging Area. Contractor shall provide staging areas on site as feasible to minimize off-site transportation of heavy construction equipment. These areas shall be located to maximize the distance between activity and sensitive receptors. This would reduce noise levels associated with most types of idling construction equipment.</p> <p>N-5(c) Auxiliary Lane Construction - Diesel Equipment Mufflers. All diesel equipment shall be operated with closed engine doors and shall be equipped with factory- recommended mufflers.</p> <p>N-5(d) Auxiliary Lane Construction - Electrically-Powered Tools and Facilities. Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities, to the extent feasible.</p> <p>N-5(e) Auxiliary Lane Construction - Additional Noise Attenuation Techniques. For all noise-generating construction activity on the project site, additional noise attenuation techniques shall be employed to reduce noise levels. Such techniques shall include, but are not limited to, the use of sound blankets on noise generating equipment and the construction of temporary sound barriers between construction sites and nearby sensitive receptors.</p> <p>N-6 Auxiliary Lane/East Daily Drive Sound Barrier. Traffic noise from the auxiliary lane shall be reduced to residences along East Daily Drive through the construction of a berm and/or sound barriers between the residences and the auxiliary lane. The height, location and materials of the sound barrier shall be designed to reduce noise to the extent feasible and shall be included in final plans for the auxiliary lane improvements.</p>	
<p>Impact T-4. Future development anticipated under the proposed Specific Plan would be consistent with the City's General Plan and Bicycle Master Plan by developing bicycle and pedestrian</p>	<p>None Required</p>	<p>Less than significant without mitigation.</p>



**Table ES-1
 Summary of Environmental Impacts and Mitigation Measures**

Impact	Mitigation Measures	Significance After Mitigation
facilities. Public transit facilities would be installed on an as needed basis. Impacts would be Class III, <i>less than significant</i> .		
UTILITIES AND SERVICE SYSTEMS		
Impact UTL-1. Development facilitated by the Specific Plan would result in additional water demand of approximately 1,541 acre-feet per year. Based on the Water Supply Assessment prepared for the proposed Specific Plan, adequate water supply would be available to serve development under the proposed Specific Plan. Therefore, impacts related to water supply would be Class III, <i>less than significant</i> .	None Required	Less than significant without mitigation.
Impact UTL-2. Development facilitated by the Specific Plan would generate an estimated 0.8 million gallons of wastewater per day. The Camarillo Sanitary District Wastewater Treatment Plant has the capacity to accommodate an additional 2.75 million gallons per day. Therefore, adequate capacity would be available to serve the Specific Plan and this impact would be Class III, <i>less than significant</i> .	None Required	Less than significant without mitigation.
Impact UTL-3. The proposed project would generate an estimated 3.8 tons of solid waste per day. This is within the capacity of solid waste disposal facilities serving the City. Therefore, this impact would be Class III, <i>less than significant</i> .	None Required	Less than significant without mitigation.

