

Appendix C

ENVIRONMENTAL OVERVIEW

Camarillo Airport

A review of the potential environmental impacts associated with proposed airport projects is an essential consideration in the Airport Master Plan process. The primary purpose of this section is to review the proposed improvement program at Camarillo Airport to determine whether the proposed actions could, individually or collectively, have the potential to significantly affect the quality of the environment. The information contained in this section was obtained from previous studies, various internet websites, and analysis by the consultant.

Construction of any and all improvements depicted on the Airport Layout Plan (ALP) will require compliance with the *National Environmental Policy Act (NEPA) of 1969*, as amended. This includes privately funded projects in addition to those projects receiving federal funding. For projects not “categorically excluded” under FAA Order 1050.1E, *Environmental Impacts: Policies and Procedures*, compliance with NEPA is generally satisfied through the preparation of an Environmental Assessment (EA). In instances where significant environmental impacts are expected, an Environmental Impact Statement (EIS) may be required.

In addition, because the airport is located in California, compliance with the *California Environmental Quality Act (CEQA)* is also necessary. CEQA requires consideration of the environmental impacts of the entire airport improvement program prior to local adoption of the master plan. The CEQA process will begin once Ventura County has accepted the Draft Airport Master Plan.

While this portion of the Master Plan is not designed to satisfy the NEPA or CEQA requirements, it is intended to supply a preliminary review of environmental issues that would need to be

analyzed in more detail within the environmental review processes. This evaluation considers all environmental categories required as outlined within FAA Order 1050.1E, *Environmental Impacts, Policies and Procedures* and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementation Instructions for Airport Actions*.

The following sections provide a description of the environmental resources which could be impacted by the proposed ultimate airport development depicted on Exhibit 5A. Through a review of previous environmental studies and resource agency websites, it was determined that the following resources are not present within the airport environs or cannot be inventoried:

- Coastal Barriers
- Coastal Zone Management Areas
- Construction Impacts
- Energy Supply, Natural Resources, and Sustainable Design
- Secondary (Induced) Impacts
- Wild and Scenic Rivers

AIR QUALITY

Air quality in a given location is described by the concentrations of various pollutants in the atmosphere. The significance of a pollution concentration is determined by comparing it to the state and federal air quality standards. In 1971, the U.S. Environmental Protection Agency (EPA) established standards that specify the maximum permissible short-term and long-term concentrations of various air contaminants. The National Ambient Air Quality Standards (NAAQS) consist of primary and secondary standards for six criteria pollutants which include: Ozone (O₃), Carbon Monoxide (CO), Sulfur Dioxide (SO₂), Nitrogen Oxide (NO), Particulate matter (PM₁₀ and PM_{2.5}), and Lead (Pb). Prior to the development of the NAAQS, the California *Clean Air Act* (CAA) established state-specific air quality standards for the same pollutants, plus sulfates, hydrogen sulfide, vinyl chloride, and visibility reducing particulates. In addition, the California CAA identifies stricter standards for the national pollutants.

Based on both federal and state air quality standards, a specific geographic area can be classified under the federal and state CAA as either being in either an “attainment” or “non-attainment” area for each pollutant. The threshold for non-attainment designation varies by pollutant. Camarillo Airport is located in Ventura County, which is included in South Central Coast Air Basin. Ventura County is classified as moderate non-attainment for 8-hour ozone.

During the master plan CEQA process and any future NEPA processes undertaken for projects that increase capacity (i.e., hangar development), an emissions inventory will be needed to determine if the proposed airport improvements will be consistent with the Ventura County Air Quality Management Plan (AQMP). Within the AQMP, air pollutant thresholds have been established. If the proposed improvements do not exceed the established thresholds, the

projects will be considered to have impacts that do not exceed the established thresholds of significance. If the impacts exceed the thresholds, mitigation measures will likely be required.

Furthermore, a number of projects planned at the airport would have temporary air quality impacts during construction. Emissions from the operation of construction vehicles and fugitive dust from pavement removal are common air pollutants during construction. The potential emissions would need to be evaluated as part of any air quality analyses.

SECTION 4(f) RESOURCES

Section 4(f) properties include publicly owned land from a public park, recreational area, or wildlife and waterfowl refuge of national, state, or local significance, or any land from a historic site of national, state, or local significance.

Potential Section 4(f) properties located in proximity to the airport include Freedom Park, located south of the airport, and Spanish Hills Park and Springville Park, both located approximately one mile north of the airport.

None of the proposed airport improvements will result in direct impacts to any of these areas. Additionally, indirect impacts are not anticipated due to the distance between the airport and the parks and recreational areas.

FISH, WILDLIFE, AND PLANTS

Biotic resources include the various types of plants and animals that are present in a particular area. The term also applies to rivers, lakes, wetlands, forests, and other habitat types that support plants, birds, and/or fish. Typically, development in areas such as previously disturbed airport property, populated places, or farmland would result in minimal impacts to biotic resources.

The Fish and Wildlife Service (FWS) and the National Marine Fisheries Service (NMFS) are charged with overseeing the requirements contained within Section 7 of the *Endangered Species Act*. This Act was put into place to protect animal or plant species whose populations are threatened by human activities. Along with the FAA, the FWS and the NMFS review projects to determine if a significant impact to these protected species will result with implementation of a proposed project. Significant impacts occur when the proposed action could jeopardize the continued existence of a protected species or would result in the destruction or adverse modification of federally designated critical habitat in the area

Table C1 depicts federally listed threatened and endangered species and species of special concern listed for Ventura County.

TABLE C1			
Threatened and Endangered Species			
Ventura County, California			
COMMON NAME	SCIENTIFIC NAME	FEDERAL STATUS	STATE STATUS
Plants			
Hoffmann's rock cress	<i>Arabis hoffmannii</i>	Endangered	-
Braunton's milk-vetch	<i>Astragalus brauntonii</i>	Endangered	-
Ventura Marsh milk-vetch	<i>Astragalus pycnostachyus var. lanosissimus</i>	Endangered	Endangered
Island barberry	<i>Berberis pinnata ssp. Insularis</i>	Endangered	Endangered
Salt marsh bird's-beak	<i>Cordylanthus maritimus ssp. Maritimus</i>	Endangered	Endangered
Island malacothrix	<i>Malacothrix squalida</i>	Endangered	-
California Orcutt grass	<i>Orcuttia californica</i>	Endangered	Endangered
Lyon's pentachaeta	<i>Pentachaeta lyonii</i>	Endangered	Endangered
Agoura Hills dudleya	<i>Dudleya cymosa ssp. Agourensis</i>	Threatened	-
Marcéscent dudleya	<i>Dudleya cymosa ssp. Marcescens</i>	Threatened	Rare
Conejo dudleya	<i>Dudleya parva</i>	Threatened	-
Verity's dudleya	<i>Dudleya verityi</i>	Threatened	-
Conejo buckwheat	<i>Eriogonum crocatum</i>	-	Rare
San Fernando Valley spineflower	<i>Chorizanthe parryi var. fernandina</i>	Candidate	Endangered
San Nicolas Island buckwheat	<i>Eriogonum grande var. timorum</i>	-	Endangered
Santa Susana tarplant	<i>Deinandra minthornii</i>	-	Rare
Trask's milk-vetch	<i>Astragalus traskiae</i>	-	Rare
Beach spectacle-pod	<i>Dithyrea maritima</i>	-	Threatened
Insects			
Kern primrose sphinx moth	<i>Euproserpinus euterpe</i>	Threatened	-
Invertebrates			
Riverside fairy shrimp	<i>Streptocephalus woottoni</i>	Endangered	-
Vernal pool fairy shrimp	<i>Branchinecta lynchi</i>	Threatened	-
Fish			
Southern steelhead - southern California ESU	<i>Oncorhynchus mykiss irideus</i>	Endangered	-
Tidewater goby	<i>Eucyclogobius newberryi</i>	Endangered	-
Unarmored threespine stickleback	<i>Gasterosteus aculeatus williamsoni</i>	Endangered	Endangered
Santa Ana sucker	<i>Catostomus santaanae</i>	Threatened	-
Amphibians			
Arroyo toad	<i>Bufo californicus</i>	Endangered	-
Sierra Madre yellow-legged frog	<i>Rana muscosa</i>	Endangered	-
California red-legged frog	<i>Rana draytonii</i>	Threatened	-
Reptiles			
Blunt-nosed leopard lizard	<i>Gambelia sila</i>	Endangered	Endangered
Island night lizard	<i>Xantusia riversiana</i>	Threatened	-
Bird			
California condor	<i>Gymnogyps californianus</i>	Endangered	Endangered
California brown pelican	<i>Pelecanus occidentalis californicus</i>	Endangered	Endangered
Light-footed clapper rail	<i>Rallus longirostris levipes</i>	Endangered	Endangered
California least tern	<i>Sternula antillarum browni</i>	Endangered	Endangered
Least Bell's vireo	<i>Vireo bellii pusillus</i>	Endangered	Endangered
Western snowy plover	<i>Charadrius alexandrinus nivosus</i>	Threatened	-
Coastal California gnatcatcher	<i>Poliophtila californica californica</i>	Threatened	-
Belding's savannah sparrow	<i>Passerculus sandwichensis beldingi</i>	-	Threatened
Bank swallow	<i>Riparia riparia</i>	-	Threatened
Western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>	Candidate	Endangered
Mammals			
Guadalupe fur-seal	<i>Arctocephalus townsendi</i>	Threatened	Threatened
Southern sea otter	<i>Enhydra lutris nereis</i>	Threatened	-
San Nicolas Island fox	<i>Urocyon littoralis dickeyi</i>	-	Threatened

Source: U.S. Fish and Wildlife Service, Ventura County Species List

According to the California Natural Diversity Database (as of April 2009), Verity's dudleya (federal listing: threatened, state listing: none) and Conejo buckwheat (federal listing: none, state listing: rare) have been identified as occurring within the Camarillo USGS quadrangle which includes Camarillo Airport. The Airport is located in an area that includes urbanized disturbed lands that are routinely maintained and agricultural areas. These uses have reduced the potential for the area to contain habitat for federal or state listed species. Previous studies undertaken for the area have determined that no known sensitive habitat is located on airport property.

For the most part, the planned projects at the airport will be undertaken in areas that are regularly maintained for airport uses. The planned construction of hangar areas in the eastern portions of airport property will occur in areas which are not regularly disturbed; therefore, field surveys in these areas may be needed to eliminate the potential occurrence of protected species. Coordination with the U.S. Fish and Wildlife Service and/or the California Department of Fish and Game may be necessary to determine the extent, if any, of field investigations prior to undertaking any of the planned improvements.

FLOODPLAINS

As defined in FAA Order 1050.1E, floodplains consist of "lowland and relatively flat areas adjoining inland and coastal water including flood prone areas of offshore islands, including at a minimum, that area subject to one percent or greater chance of flooding in any given year." Federal agencies are directed to take action to reduce the risk of flood loss, minimize the impact of floods on human safety, health and welfare, and restore and preserve the natural and beneficial values served by floodplains. Floodplains have natural and beneficial values, such as providing ground water recharge, water quality maintenance, fish, wildlife, plants, open space, natural beauty, outdoor recreation, agriculture, and forestry. FAA Order 1050.1E (12) (c) indicates that "if the proposed action and reasonable alternatives are not within the limits of a base floodplain (100-year flood area)," that it may be assumed that there are no floodplain impacts. The limits of base floodplains are determined by Flood Insurance Rate Maps (FIRM) prepared by the Federal Emergency Management Agency (FEMA).

According to the FIRM map (panel number 0650200004B), portions of Camarillo Airport are contained within the 100-year floodplain associated with the Camarillo Hills Drain¹. Specifically, portions of the planned northeast T-hangar area are located within Zone A4 which is defined as a 100-year floodplain where base flood elevations have not been established. The planned parallel runway and taxiway to be located south of the existing runway are located in Zone B, which indicates the 500-year floodplain. Floodplain maps for the City of Camarillo are in the process of being updated. The preliminary maps available for the City of Camarillo indicate that the revised maps will identify a similar floodplain to the existing maps.²

¹ FEMA Map Service Center, <http://msc.fema.gov>, accessed April 2009

² City of Camarillo, <http://www.ci.camarillo.ca.us/main.aspx?q=6070&p=9205>, accessed May 2009

FARMLAND

The *Farmland Protection Policy Act* (FPPA) was enacted to preserve farmland. FPPA guidelines apply to farmland classified as prime or unique, or of state or local importance as determined by the appropriate government agency, with concurrence by the Secretary of Agriculture. Areas west and south of the airport are used for agricultural purposes; therefore, an evaluation of farmland classifications was undertaken.

According to information obtained from the United States Department of Agriculture's National Resource Conservation Service (NRCS) website, five soil types are present within the immediate vicinity of the airport. Three of the soil types are considered farmlands of statewide importance, one is classified as a prime farmland if irrigated, and one is considered a prime farmland if irrigated and drained. Planned improvements, including the northeastern T-hangar and executive hangar areas, parallel taxiway and parallel runway, are located in areas classified as farmlands of statewide importance. Due to the presence of airport improvements within the vicinity, these areas may be considered urbanized and therefore could be exempt from FPPA requirements. Further coordination with the NRCS may be required prior to undertaking the planned projects.

HAZARDOUS MATERIALS, POLLUTION PREVENTION, AND SOLID WASTE

Federal, state, and local laws regulate hazardous materials use, storage, transport, and disposal. These laws may extend to past and future landowners of properties containing these materials. In addition, disrupting sites containing hazardous materials or contaminants may cause significant impacts to soil, surface water, groundwater, air quality, and the organisms using these resources.

The EPA's *EnviroMapper for Envirofacts*³ was consulted regarding the presence of impaired waters or regulated hazardous sites. No impaired waters are located on or in the vicinity of the airport. According to the site, three hazardous waste sites were identified on the airport. Each of these sites are associated with operations at the airport and are managed by leaseholders. All three sites are located on the south side of the airport and would not be affected by the planned developments outlined in the master plan.

A construction-related National Pollutant Discharge Elimination System (NPDES) permit may be required prior for on-airport construction projects. The permit requires a Notice of Intent for all construction activities disturbing one or more acre of land. In conjunction with the NPDES, a Storm Water Pollution Prevention Plan (SWPPP) may be required to outline the best management practices to be used to minimize impacts to storm water conveyance systems.

³ <http://www.epa.gov/enviro/emef/>, Accessed February 2009.

HISTORICAL AND CULTURAL RESOURCES

Determination of a project's impact to historical and cultural resources is made in compliance with the *National Historic Preservation Act (NHPA) of 1966*, as amended for federal undertakings. A historic property is defined as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP). Properties or sites having traditional religious or cultural importance to Native American Tribes may also qualify.

According to previous environmental documentation prepared for the airport, no historic, archaeological, or cultural resources have been identified at the airport. Additional coordination with the South Central Coastal Information Center indicated that there are no properties listed on the National Register of Historic Places within the vicinity of the airport.

NOISE

The Community Noise Equivalent Level (CNEL) is accepted by FAA for use in California to assess the extent of aircraft noise within a community. Cumulative noise metrics such as CNEL and the Yearly Day-Night Average Sound Level (DNL) are accepted by the Federal Aviation Administration (FAA), Environmental Protection Agency (EPA), and Department of Housing and Urban Development (HUD) as appropriate measures of noise exposure. These three agencies have each identified the 65 CNEL or DNL noise contour as the threshold of incompatibility. Noise exposure contours are overlaid on maps of existing and planned land uses to determine areas that may be affected by aircraft noise at or above 65 CNEL. The noise exposure contours are developed using the FAA-approved Integrated Noise Model which accepts inputs for several airport characteristics including: aircraft type, operations, flight tracks, time of day, and topography.

For the purposes of this overview, noise contours were prepared for the existing condition and the long range condition with the construction of the parallel runway.

Exhibit C1 depicts the existing (2009) noise condition for Camarillo Airport. As shown on the exhibit, the 65 CNEL noise contour extends off airport property to the north over a light industrial area and parcels devoted to agricultural uses. No noise-sensitive land uses of significance are contained within this contour. **Exhibit C1** also depicts the ultimate condition noise contours. As shown on the exhibit, the noise exposure contours experience a general increase in size due to the forecast increase in operations and the addition of the parallel runway to the south of the primary runway. As with the existing condition, the ultimate noise contours extend off airport property to the north over a light industrial area and parcels used for agriculture. A portion of the noise contour also extends off airport property to the west and south over areas used for agriculture. No noise-sensitive land uses are contained within the long range 65 CNEL noise contour.



COMPATIBLE LAND USE

The compatibility of existing and planned land uses in the vicinity of an airport is typically associated with the extent of the airport's noise impacts. Noise impacts are generally evaluated by comparing the extent of an airport's noise exposure contours to the land uses within the immediate vicinity of the airport.

A review of the City of Camarillo General Plan, which includes planning guidance for the area surrounding Camarillo Airport, indicates that compatible land uses are planned within the immediate vicinity of the airport. The General Plan land use map indicates that the area north of the airport is planned for industrial, research and development, and office uses. The areas south, east and west are planned for agricultural uses.

LIGHT EMISSIONS AND VISUAL IMPACTS

Airport lighting is characterized as either airfield lighting (i.e., runway, taxiway, approach and landing lights) or landside lighting (i.e., security lights, building interior lighting, parking lights, and signage). Generally, airport lighting does not result in significant impacts unless a high intensity strobe light, such as a Runway End Identifier Light (REIL), would produce glare on any adjoining site, particularly residential uses.

Visual impacts relate to the extent that the proposed development contrasts with the existing environment and whether a jurisdictional agency considers this contrast objectionable. The visual sight of aircraft, aircraft contrails, or aircraft lights at night, particularly at a distance that is not normally intrusive, should not be assumed to constitute an adverse impact.

The planned hangar development projects on the north side of the airport will occur approximately one half mile from existing residential development. If the potential for lighting or visual impacts is determined to be associated with the planned development, consultation with local residents and the owners of light-sensitive sites may be needed to determine possible alternatives to minimize these effects without risking aviation safety or efficiency. Additional coordination with State, regional, or local art or architecture councils, tribes, or other organizations having an interest in airport-associated visual effects may be necessary.

SOCIOECONOMIC IMPACTS, ENVIRONMENTAL JUSTICE, AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Socioeconomic impacts known to result from airport improvements are often associated with relocation activities or other community disruptions, including alterations to surface transportation patterns, division or disruption of existing communities, interferences with orderly planned development, or an appreciable change in employment related to the project.

The acquisition of real property or displacing people or businesses is required to conform to the *Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (URARPA)*. These regulations mandate that certain relocation assistance services be made available to owners/tenants of the properties. The airport master plan does not include plans to acquire any property. However the proposed extension of Taxiway F will require the relocation of the Ventura County Sheriff Department's firing range. Coordination with the Sheriff's Department will be necessary. Additionally, a proposed land exchange is being pursued for two parcels on the southern side of the airport. Appropriate environmental documental may be necessary to complete this transaction.

Executive Order 12898, *Federal Action to Address Environmental Justice in Minority Populations and Low-Income Populations*, and the accompanying Presidential Memorandum, and Order DOT 5610.2, *Environmental Justice*, require FAA to provide for meaningful public involvement by minority and low-income populations as well as analysis that identifies and addresses potential impacts on these populations that may be disproportionately high and adverse.

According to the EPA's *Environmental Justice Geographic Assessment Tool*⁴, the U.S. Census Bureau block that includes the airport the airport environs do not contain high percentages (above 50 percent) of minority populations or high percentages of residents below the poverty level.

Pursuant to Executive Order 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, federal agencies are directed to identify and assess environmental health and safety risks that may disproportionately affect children. These risks include those that are attributable to products or substances that a child is likely to come in contact with or ingest, such as air, food, drinking water, recreational waters, soil, or products to which they may be exposed.

During construction of the projects outlined within the master plan, appropriate measures should be taken to prevent access by unauthorized persons to construction project areas. Additionally, best management practices should be implemented to decrease environmental health risks to children.

WATER QUALITY

The *Clean Water Act* provides the authority to establish water quality standards, control discharges, develop waste treatment management plans and practices, prevent or minimize the loss of wetlands, and regulate other issues concerning water quality. Water quality concerns related to airport development most often relate to the potential for surface runoff and soil erosion, as well as the storage and handling of fuel, petroleum products, solvents, etc.

Camarillo Airport is located within the Los Angeles Region (Region 4) of the California Regional Water Quality Control Board (RWQCB). The RWQCB issues Federal National Pollutant Discharge

⁴ <http://www.epa.gov/enviro/ej/>. Accessed January 2009.

Elimination System (NPDES) permits for discharge to surface waters. The airport operates in conformance with Section 402(p) of the *Clean Water Act*. Ventura County holds an NPDES Multi-Sector General Permit for stormwater discharges associated with industrial activity and maintains a *Stormwater Pollution Prevention Plan (SWPPP)* in accordance with EPA regulations. Construction of the planned improvements at the airport requires an update of the airport's SWPPP and NPDES.

The EPA's Enviromapper website indicates that there are no impaired streams within the vicinity of the airport, thereby being in violation of established water quality standards.

WETLANDS

The U.S. Army Corps of Engineers (USACE) regulates the discharge of dredge and/or fill material into waters of the United States, including adjacent wetlands, under Section 404 of the *Clean Water Act*.

Wetlands are defined by Executive Order 11990, *Protection of Wetlands*, as "those areas that are inundated by surface or groundwater with a frequency sufficient to support and under normal circumstances does or would support a prevalence of vegetation or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction." Categories of wetlands includes swamps, marshes, bogs, sloughs, potholes, wet meadows, river overflows, mud flats, natural ponds, estuarine area, tidal overflows, and shallow lakes and ponds with emergent vegetation. Wetlands exhibit three characteristics: hydrology, hydrophytes (plants able to tolerate various degrees of flooding or frequent saturation), and poorly drained soils.

The National Wetlands Inventory classifies the Camarillo Hills Drain, located at the northern and western boundaries of the airport, as a riverine wetland.⁵ Construction of the T-hangar complex and associated access roads planned for the northeastern portion of the airport may affect this drainage. During the environmental documentation process for this project, consideration should be given to the potential impacts to this drainage.

⁵ National Wetlands Inventory, <http://www.fws.gov/wetlands/Data/Mapper.html>, accessed April 2009