

## **Environmental Initial Study of the California State University Channel Islands Wellwater Desalter Project**

### **1.0 Lead Agency**

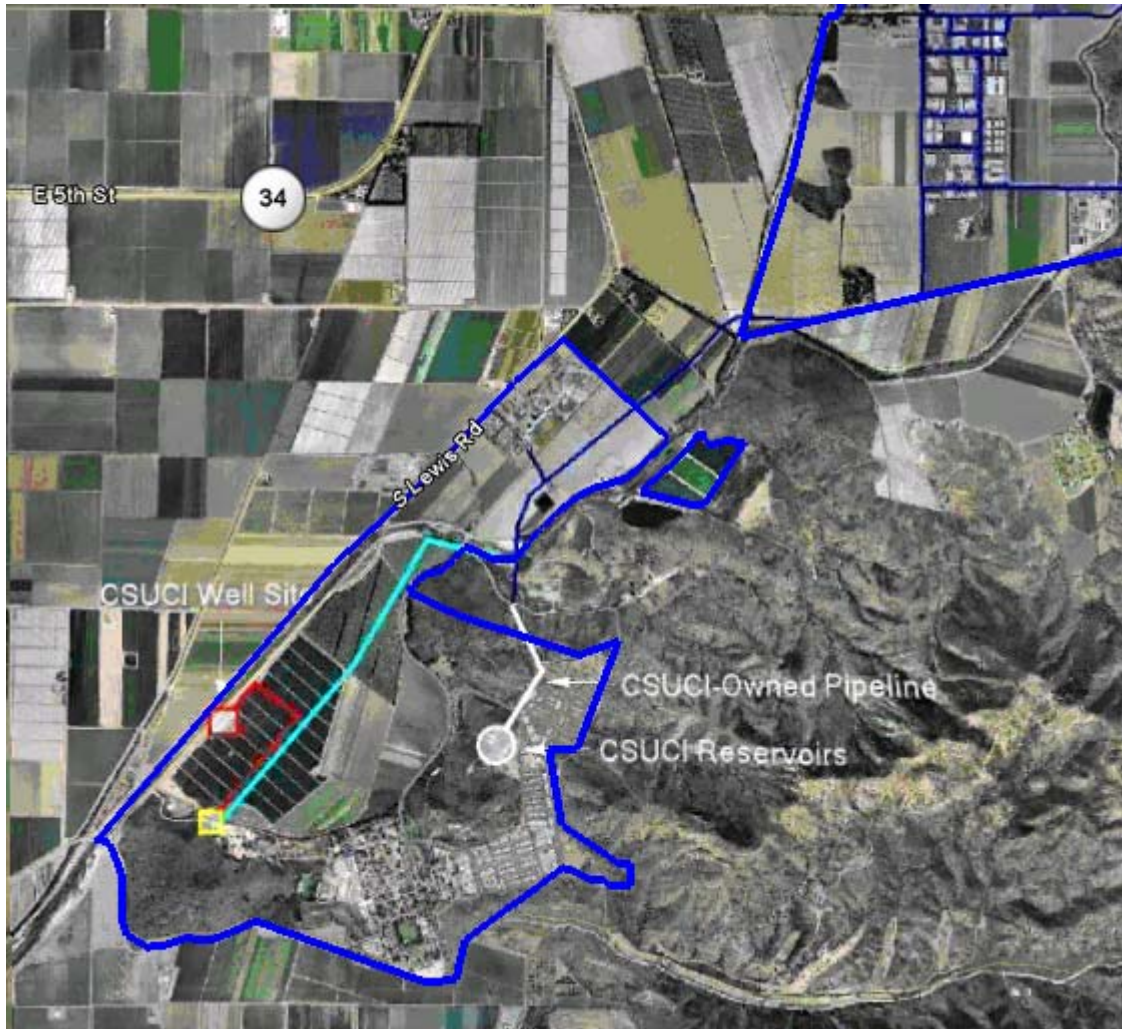
Camrosa Water District  
7385 Santa Rosa Road  
Camarillo, CA 93012

### **1.1 Contact Person Information**

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### **1.2 Project Location**

The proposed project, CSUCI Wellwater Desalination Facility is located near Lewis Road and California State University of Channel Islands campus, in Camarillo. The project is bound on the west by Lewis Road, by mountainous bedrock on the east, Calleguas Creek on the north, and the District's Water Reclamation Facility on the south.



**Proposed Project Site**

### **1.3 Project Sponsor**

Camrosa Water District  
7385 Santa Rosa Road  
Camarillo, CA 93012

### **1.4 General Plan**

The project is located within the County of Ventura's general planning geographical boundaries and sphere of influence as adopted by the Local Agency Formation Commission (LAFCO). As such, the General Plan establishes a body of environmental goals, policies, and programs that are intended to protect the environment through preservation of resources, avoidance of hazards, preservation of existing land uses, and preservation of public facility service levels. These goals, policies, and programs are presented within the Land Use, Circulation, Housing, Conservation/Open Space, Noise, Public Safety and Facilities Elements of the Ventura County General Plan.

### **1.5 Project Description**

The project presented here is the "California State University of Channel Islands (CSUCI) Wellwater Desalter". The project will be constructed by Camrosa Water District partially on property leased from CSUCI (the Wellsite), in easements acquired from adjacent landowners and on land owned by Camrosa and currently known as Camrosa's Water Reclamation Plant site.

The project will consist of two phases to be completed within three years. Phase 1A of the project consists of refurbishment of an existing well and the conduct of basin yield and water quality studies. Phase 1B, the construction of ½ MGD desalination facility and associated pipelines will be completed in the fall of 2011 and coincides with the completion of Calleguas Municipal Water District's Salinity Management Pipeline. Once operating design parameters have been validated, Phase 2 will expand production to 1.0 MGD.

### **1.6 Land Use**

#### **1.6.1 Community Character**

**Setting.** The CSUCI campus area is the area south of the Camarillo city limits and east of Lewis Road. Land in this planning division is zoned for agricultural and public use. Ventura County owns several parcels just north of CSUCI campus that provides institutional housing for individuals within the county social services structure. The remaining parcels are agricultural.

The existing Camrosa Water Reclamation Facility (CWRF) is zoned O-S-160Ac and has a land use designation of 4839 Misc., County Water Districts. The

nearest community, apart from the CSUCI campus and associated residents, is Camarillo located 3 miles north of the CWRP.

The District maintains a Conditional Use Permit (CUP-4873-2) with the County of Ventura under Land Use Permit Number, LU04-0151, for the authorized treatment of municipal sewage, drying and disposal of resulting sludge. The permit is granted until May 2025.

**Significance Threshold.** The project would have a significant impact to community character if it would disrupt or divide the physical arrangement of an established community.

**Impacts.** The proposed project improvements would occur entirely within the boundaries of the existing CWRP and CSUCI Well Sites with interconnecting piping through adjacent CSUCI and privately owned agricultural parcels and would not require a change in land use designation or disrupt any existing communities. As such, no impacts to community character would occur.

### **1.7 Responsible Agencies**

Calleguas Municipal Water District and Metropolitan Water District of Southern California may participate as financing partners in this project.

## 2.0 Environmental Impact Analysis

This section provides an analysis of the potential environmental impacts associated with the proposed project. The analysis is organized by environmental issue area (e.g., aesthetics, agricultural resources, air quality, etc.). Each issue area begins with a checklist, which identifies criteria that has been used to assess the significance or insignificance of each potential impact. The checklists used in this Initial Study were developed by the State of California, and are provided as Appendix A of the State CEQA Guidelines. The checklists also indicate the conclusions made regarding the potential significance of each impact. Explanations of each conclusion are provided after the checklists and in some cases, setting descriptions are provided for clarification.

Impact classifications used in the checklists are the following:

- **Potentially Significant Impact** - An impact that could be significant and requires further study in an Environmental Impact Report (EIR).
- **Less than Significant Impact with Mitigation** - An impact that is potentially significant, but can feasibly be mitigated to a less than significant level with measures identified in the Initial Study.
- **Less than Significant Impact** - An impact that would not be significantly adverse.
- **No Impact** - Applied when the project would not result in any impact to a specific issue area

**2.1 Aesthetics**

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2.1.1 Settings**

Based upon a review of the County of Ventura General Plan Resource Appendix (Ventura County, 2000), there are no State or County designated scenic resource areas or scenic highway protection areas within the project’s area of impact. Within the project area, US 101 and State Route (SR) 1 are considered eligible State scenic highways. Lewis Road, adjacent to the project site, is also designated as an eligible County scenic highway route. It should be noted that the designation of “eligible scenic route” provides no protection from an aesthetic standpoint. However, at the time of identification of this road segment’s eligibility as a designated scenic highway, the importance of preserving the scenic vistas from this road was recognized.

**2.1.2 Impact Analysis**

- a. Project facilities would not be visible from any designated scenic vista, or County-designated scenic resources.
- b. Most project facilities would be buried pipelines and installation would be accomplished using typical trenching techniques in most areas. Views of construction activities are uncharacteristic of the existing visual condition of the project area, such that short term deterioration of visual quality would occur in areas with moderate to high visual sensitivity. Although this impact is considered to be adverse, it is less than significant because of its temporary and mobile nature.
- c. Above-ground facilities include the following:
  - Wellhead and Motor
  - Desalination Facility

The well already exists and is surrounded by farmland. The desalination facility would be located at the Camrosa Water

Reclamation Facility Plant site. The facilities would be viewed as a visually compatible extension of the existing water distribution infrastructure. Therefore, these structures are not expected to substantially reduce the scenic variety or visual condition of the area and therefore, aesthetic impacts are considered less than significant.

- d. The wellsite and desalination facility would include limited night lighting for security purposes, consisting of shielded outdoor lighting. This lighting is not considered a substantial increase in light or glare and would not affect day or nighttime views. Therefore, light or glare impacts are considered less than significant.

### **2.1.3 Mitigation Measures**

The project would not result in significant impacts to scenic resources or the visual character of the facility locations. Therefore, no mitigation is required.

**2.2 Agriculture**

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2.2.1 Impact Analysis**

a. The following proposed pipelines would traverse agricultural lands designated as Prime and/or Statewide Importance farmland by the State of California Department of Conservation (2006):

- New pipeline from the proposed CSUCI well site to the Camrosa Water Reclamation Facility.
- New pipeline from the the Camrosa Water Reclamation Facility to Camrosa’s existing potable distribution system.

Pipeline installation would generally require an easement to be purchased from property owners for construction and maintenance. Loss of productivity is not considered substantial because areas affected would be relatively small and the duration of effects would be short. Therefore, loss of production impacts to agricultural resources would be less than significant.

Project impacts to agricultural resources may include temporary loss of access and production during the construction period, which would vary from several weeks to several months at any one location. Construction of permanent access roads would not be required along the temporary or permanent easements of the proposed pipeline system. Instead, existing access roads would be used, and compatible agricultural operations would be allowed to continue within the permanent easement overlying the pipeline right-of-way. Therefore, pipeline installation and operation would not result in the permanent loss of farmlands or conversion to other uses.



- b. The proposed project would not conflict with existing agricultural zoning, or Williamson Act contracts. No change in zoning is required to accommodate the project.
- c. Projects that involve public infrastructure (e.g., roads, power, water, sewer, etc.) in a previously undeveloped area may lead to inducement of population growth and associated conversion of agricultural lands. However, , most of the water made available by the proposed project would fulfill water will-serve agreements previously established between Camrosa and CSUCI and will serve to support full buildout of the campus in accordance with the approved CSUCI master plan. Any remaining water will be used to reduce dependence upon diminishing supplies of imported State Water Project water. Little, if any, water would be available from this project to support new development. Further the surrounding agricultural lands are currently protected by the Countywide SOAR initiative and County land-use policies which will discourage additional development on agricultural property near the campus.

### **2.2.2 Mitigation Measures**

The project would not result in significant impacts to agricultural resources or any significant<sup>127</sup> loss of agricultural production. Therefore, no mitigation is required.

## 2.3 Air Quality

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.3.1 Setting

The project site lies within the South Central Air Basin, which includes Ventura, Santa Barbara, and San Luis Obispo Counties. There are several agencies responsible for monitoring and improving the air quality within the Basin, including the U.S. Environmental Protection Agency, California Air Resources Board, and Ventura County Air Pollution Control District (VCAPCD). The VCAPCD operates six air quality monitoring stations within Ventura County (located in Thousand Oaks, El Rio, Ventura (2), Piru, Ojai, Simi Valley). A seventh station was previously operated on Anacapa Island, but has been shut down for several years.

During the summer months, warm air masses tend to move into the area, and become established over the cool, moist marine layer. Warm air masses remain in place over the marine layer, resulting in an inversion layer, which restricts mixing of air masses. The effects of the inversion layer are combined with the effects of the surrounding mountain ranges, and light summer winds, resulting in an area of restricted airflow. Due to this restricted airflow, pollutants tend to accumulate in the lowest layer of the atmosphere, making Ventura County an area of high smog potential. In addition, Southern California receives more days of sunlight than any other urban area in the nation except for Phoenix, Arizona. Summer sunlight triggers photochemical reactions among concentrated pollutants to form ozone, which can reach high levels. Ozone levels in Ventura County exceed state and federal air quality standards a few days out of the year on average. During the autumn months, dry, hot Santa Ana winds from the east create greater air movement, resulting in lower air pollutant concentrations.

### 2.3.2 Impact Analysis

- a. Projects that cause local populations to exceed population forecasts in the Ventura County Air Quality Management Plan (AQMP) are considered inconsistent with the AQMP, as exceeding population forecasts can result in the generation of emissions beyond those which have been projected in the AQMP. The proposed project would not directly or indirectly result in population growth, and therefore would not cause population forecasts in the AQMP to be exceeded. As such, the project would be consistent with the AQMP.
- b. State 1-hour ambient standards for CO are sometimes exceeded at roadway intersections during times of peak traffic congestion. These localized areas are sometimes called CO “hotspots”. Due to the relatively low ambient CO levels and the lack of major intersections in the region, CO hotspots rarely occur. The project would generate only small amounts of traffic, primarily during the construction period. Considering the above, the project would not be expected to create or contribute substantially to the violation of CO standards.

Fugitive dust would be generated by the operation of earth moving equipment and off-road vehicles during the construction of the project facilities. Dust generation from these activities would be considered a significant impact if APCD Rule 51 is violated. Rule 51 states “A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public or which endangers the comfort, repose, health or safety of any such persons or the public or which cause or have a natural tendency to cause injury or damage to business or property.” Emission reduction measures identified below would be required of the construction contractor, and would reduce dust impacts to a less than significant level.

Emissions would be generated during the construction phase by construction equipment, heavy-duty trucks and employee passenger vehicles. NOX emissions during peak construction periods would exceed the 25 pounds per day threshold established by the APCD. However, due to the temporary, short-term nature of construction emissions, the APCD does not apply the quantitative emissions thresholds for ROC and NOX to construction activities. The APCD does require that emission reduction measures be implemented during construction to reduce exhaust emissions and fugitive dust generation. Applicable measures have been incorporated into the project and are listed below:

- The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.
- Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading/excavation activities.
- All trucks shall be required to cover their loads as required by California Vehicle Code Section 23114.
- All graded and excavated material, exposed soil areas, and active portions of project construction sites, 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 material, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.
- Signs shall be posted on-site limiting traffic to 15 miles per hour or less.
- During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth-moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the APCD in determining when winds are excessive.
- Adjacent streets and roads shall be swept as needed to prevent the accumulation of visible soil material on adjacent streets and roads.
- Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.
- The idling time of construction equipment shall be minimized.

- Construction equipment engines shall be maintained in good condition and in proper tune per manufacturer's specifications.
- The number of pieces of construction equipment in operation at any one time shall be minimized.
- Alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, shall be used if feasible.

All facilities would be electrically powered, such that no operational emissions would occur. Air emissions would be generated by motor vehicles used by Camrosa staff to maintain the proposed facilities. Based on 2-4, one-way trips per day and a travel speed of 40 mph, maintenance-related emissions would be 0.4 pounds per day NOx and 3.9 pounds per day ROC. These emissions would not exceed the 25 pounds per day threshold established by the APCD.

- c. See the discussion under part b. above regarding ozone and fugitive dust. Project emissions would be mostly temporary and occur in rural areas. Therefore, the contribution of the proposed project to air quality impacts would not be cumulatively considerable.
- d. Most project emissions would occur in agricultural areas, such that persons would not be exposed to substantial pollutant concentrations.
- e. The project would not generate any objectionable odors.

### **2.3.3 Mitigation Measures**

No significant impacts were identified; therefore, no mitigation measures are necessary.

### **2.3.4 Residual Impacts/Further Study**

Air quality impacts of the project would be less than significant. No further study of this issue is required.

## 2.4 Biological Resources

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.4.1 Setting

The very small wellsite does not contain any wildlife habitat, the pipelines will traverse both active agricultural land owned by CSUCI and Long Grade Canyon Creek which runs E-W from the CSUCI campus to Calleguas Creek. The desalination plant will be located on a vacant area at the existing Camrosa's Water Reclamation Facility. All proposed facilities would be located within agricultural lands or disturbed areas that do not support native vegetation or wildlife habitat.

### 2.4.2 Impact Analysis

a. The following proposed pipelines would traverse agricultural lands or disturbed area that does not support native vegetation or wildlife habitat:

- New pipeline from the proposed CSUCI well site to the Camrosa Water Reclamation Facility.
- New pipeline from the Camrosa Water Reclamation Facility to Camrosa's existing potable distribution system

b. The pipelines for the well feed and potable water will be installed in existing Camrosa easements which will be expanded to accommodate

both pipes. This will confine the area impacted by all pipelines to a narrow pipe-way paralleling the existing sewer. Pipelines will cross Long Grade Canyon Creek which runs E-W from CSUCI to Calleguas Creek. The jack-and-bore method (as opposed to open trenching) will be used for installation of pipelines at a suitable depth below the creek, mitigating the possibility of any permanent or temporary loss of riparian plant communities at the creek crossing.

- c. In 1972, Section 404 of the Clean Water Act established a program to regulate the discharge of dredged or fill material into waters of the United States. The Rivers and Harbors Act of 1899 defined navigable waters of the United States as "those waters that are subject to the ebb and flow of the tides and/or are presently used, or have been used in the past, or maybe susceptible to use to transport interstate or foreign commerce." The Clean Water Act built on this definition and defined waters of the United States to include tributaries to navigable waters, interstate wetlands, wetlands which could affect interstate or foreign commerce, and wetlands adjacent to other waters of the United States. As such, the proposed project does not impact federally protected wetlands as defined by Section 404 of the Clean Water Act.
- d. All project facilities would be small in scale and/or buried, therefore, no barriers to wildlife migration would result.
- e. The proposed project does not conflict with any local policies or ordinances protecting biological resources.
- f. CSUCI conservation plans in the vicinity of the project area propose to develop an additional 13.1 acres of riparian and wetland habitat as a result of a new levee construction that will contain the 100-year flood within the adjacent Long Grade Canyon Creek rather than overflowing the northerly bank as in the existing condition. It is not anticipated that the proposed project will affect the CSUCI conservation plan.

#### **2.4.3 Mitigation Measures**

No significant impacts were identified; therefore, no mitigation measures are necessary.

#### **2.4.4 Residual Impacts/Further Study**

Biological resource impacts of the project would be less than significant. Nor further study of the issue is required.

## 2.5 Cultural Resources

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 5064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 5064.5 of the CEQA Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

### 2.5.1 Setting

Project facilities would be located in close proximity of known archeological sites in the vicinity namely, CA-VEN-174 and CA-VEN-863. CA-VEN-174 is a solstice shrine located at Round Mountain and lies adjacent and south of the project area. CAVEN-863 is a possible Middle Period-Late Period village that lies in close proximity of the project area near the main entrance to CSUCI, west of University Drive.

The following standard impact avoidance measures have been incorporated into the project to ensure archaeological impacts would not be significant.

1. In the event that archaeological remains are encountered during site preparation, work shall be stopped immediately or redirected away from the find until a qualified archaeologist or Native American representative are retained to evaluate the significance. If remains are found to be significant, they shall be subject to a Phase III mitigation program.
2. In the event of discovery of any human remains during project site preparation and construction, there shall be no further excavation or disturbance of the site or any nearby areas reasonably suspected to overlie adjacent human remains until, a) the county coroner has been informed and has determined that no investigation of the cause of death is required; b) If the remains are of Native origin, 1) the descendants from the deceased Native Americans have made a recommendation for means of treating or disposing with appropriate dignity the human remains and any associated grave goods as provided in Public Resources code Section 5097.98 or 2) the Native American Heritage Commission was unable to identify a descendant or the descendent failed to make a recommendation within 24 hours after being notified by the Commission.

### 2.5.2 Impact Analysis

- a. The project site does not contain any historical structures or resources. No impact would result.



- b. The following proposed pipelines would traverse agricultural lands in close proximity of known archeological sites in the vicinity namely, CA-VEN-174 and CA-VEN-863 as described above:
- New pipeline from the proposed CSUCI well site to the Camrosa Water Reclamation Facility.
  - New pipeline from the Camrosa Water Reclamation Facility to Camrosa's existing potable distribution system

However, the planned pipe routes have been the location of extensive amounts of past agricultural grading and/or plowing operations with no record of past destruction and/or loss of stratigraphic integrity of these resources. This impact is considered less than significant.

- c. The project site is not designated as a paleontological resource site on the Ventura County resource maps. In addition, the project site has been the location of an extensive amount of past grading operations, and project construction would be limited to previously disturbed areas. Therefore, the project is not expected to result in impacts to paleontological resources.
- d. No prehistoric burial sites are expected to be encountered during ground disturbance associated with project construction. In the unlikely event that site grading disturbs unidentified burial sites; the project has incorporated avoidance measures (see above) to ensure that significant archeological impacts do not result.

### **2.5.3 Mitigation Measures**

The project would not result in significant impacts to cultural resources. Therefore, no mitigation is required.

## 2.6 Geology and Soils

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.6.1 Setting

No known active or potentially active faults as defined by the State of California, Division of Mines and Geology are known to traverse proposed project sites or pipeline alignments. However, the project area is a seismically active region with numerous faults mapped in the vicinity. The Simi-Santa Rosa Fault System is located approximately two miles north of Camarillo Water Reclamation Plant, and of the proposed pipeline between the existing potable distribution system and CSUCI well site and the proposed pipeline between the CSUCI well site and the Camrosa Water Reclamation facility. This fault system is comprised of the Simi Fault and Santa Rosa Fault, which are in close proximity and may be connected. This Fault System is the dominant geologic structure affecting the project area and is oriented in an east-west direction, is considered active and has been designated an Alquist-Priolo Earthquake Fault Zone.

The project area is subject to potential damage from ground shaking events that could occur as a result of seismic activity along this fault system. Liquefaction is a phenomenon that occurs when loosely consolidated, saturated, granular soils (e.g., beach sands) lose their load bearing capabilities during ground shaking events, and settle or flow in a

fluid-like manner. Seismically induced settlement of dry soils can occur in soils that are loose, soft, or that are moderately dense, but weakly cemented. These phenomena can cause severe damage to overlying structures, resulting in potential injuries to people.

### **2.6.2 Impact Analysis**

- a. Due to the proximity of several faults, the potential exists for fault rupture to adversely affect the proposed pipelines and other structures during the design life of the project. However, the project does not include any habitable structures that would result in an increase in public exposure to this hazard. In addition, a sitespecific geotechnical study would be completed as part of project design and recommendations would be fully implemented to reduce fault rupture and other seismic-related impacts to a less than significant level. The project site is relatively level and is not subject to landslides; therefore, no impacts to existing or proposed facilities are expected due to seismically-induced landslides.
- b. Topsoil removed during pipeline installation would be replaced, such that loss of topsoil would not occur.
- c. The proposed pipeline between the storage ponds and the Camrosa Water Reclamation Facility lie in an area of high liquefaction potential. A site-specific geotechnical study would be prepared to identify unstable geologic units and soils. Based on the findings of this study, features would be incorporated into the project design to prevent damage to project facilities. Such features may include pipe material specifications, pipe joint specifications, burial depth, pipe bedding materials and support piles. Therefore, impacts associated with landslides, liquefaction, lateral spreading, subsidence or expansive soils are considered less than significant.
- d. See c. above.
- e. Septic waste disposal systems are not proposed as part of this project. No impacts would result.

### **2.6.3 Mitigation Measures**

No significant geologic hazards were identified; therefore, mitigation measures are not required.

### **2.6.4 Residual Impacts/Further Study**

No further study of this issue is required.

**2.7 Hazards and Hazardous Materials/Risk of Upset**

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wild land fires, including where wild lands are adjacent to urbanized areas or where residences are intermixed with wild lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2.7.1 Setting**

The original plan co-located the desalination/treatment facility at the proposed wellsite. The plan was changed to locate the desalination/treatment facility at the existing CWRP in order to remove the possibility of contamination of agricultural areas adjacent to the wellsite by chemicals used in the pre/post disinfection of potable product water. Relocating the desalination/treatment facility also minimizes the possibility of contamination of raw well-water by organochlorine pesticides, current use of approved pesticides, and storage of fuels and spillage of hydrocarbons associated with equipment fueling and maintenance for agricultural purposes.

**2.7.2 Impact Analysis**

- a. The proposed project involves the production, storage and distribution of potable water and brine byproduct for discharge into the Calleguas salinity management pipeline (SMP). The desalination/treatment facility may require chemicals, including hydrochloric acid, for the pre/post treatment of potable water. Measures to mitigate hazardous impacts to the public or environment have been addressed by moving the desalination/treatment facility to the existing CWRP site where

such chemical disinfectants are currently used for production of tertiary-treated (Title-22), non-potable water.

- b. Measures to mitigate the accidental release of hazardous chemical disinfectants are currently used at the existing CWRf site which include secondary containment containers for hazardous chemicals used in the production of tertiary-treated (Title-22), non-potable water. These same measures would also be employed for chemicals used in the treatment/production of potable water. As such, no significant impact is anticipated.
- c. The nearest school (CSUCI) is located in excess of one-half mile from the existing CWRf site. Therefore the proposed project would not result in the use or emissions of hazardous materials within one-quarter mile of a school.
- d. The exposure of hazardous material through project construction (primarily pipeline trenching) is not considered a potentially significant impact.
- e. The project area is not identified in an Airport Land Use Plan, nor is it located within two miles of a public use airport. No safety hazards resulting from airport proximity are expected.
- f. The project site is not located near a private airstrip, and would not result in a safety hazard.
- g. The proposed project site is an existing well facility. All project piping components would be buried or located adjacent to existing facilities. The water treatment facility would be located at the Camrosa Water Reclamation Facility. None of the the facilities would interfere with the implementation of any designated emergency response plans or emergency evacuation plans. No impacts of this nature would occur.
- h. Project facilities would be located in cleared areas or within irrigated agricultural fields. Project components would be primarily constructed of non-combustible materials (masonry, concrete, and steel). Polyethylene may be used for some of the water and wastewater pipelines and, if exposed, will burn during wildfire. However, such pipes would be buried and protected from wildfire. Areas immediately surrounding proposed above-ground facilities would be maintained (i.e., mowed, cleared of dry brush, grasses, and forbs) consistent with applicable fire regulations. All of the facilities are ordinarily unmanned. Therefore, the project would not subject persons or property to fire hazards.

**2.7.3 Mitigation Measures**

No significant hazards were identified; therefore, mitigation measures are not required.

**2.7.4 Residual Impacts/Further Study**

No further study of this issue is required.

## 2.8 Hydrology and Water Quality

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.8.1 Setting

During the late 1930's through 1979, Camarillo State Hospital, with a patient population of nearly 1000, relied exclusively upon water from a perched aquifer located at the base of the Conejo Hills, outside the boundaries of the Pleasant Valley Basin. The water provided for extensive irrigation needs of the 634-acre site, and potable supplies to the hospital and onsite residential area. In 1979, the state contracted with Camrosa Water District to supply water to the site when state mandated water quality standards became difficult to meet. The supply has not been used regularly in the interim.

Water quality tests have shown that the quality of the water in the perched aquifer has not improved in the intervening years. Camrosa has determined, however, the water could be put to beneficial use if blended with reclaimed water or if desalinated for potable use.

## 2.8.2 Impact Analysis

- a. Water supply is directly related to the quality of the water sources available and the regulations governing the various classes of water sold within the District. Camrosa purchases high quality state water project water and blends that water with lower quality local supplies for delivery to the District's potable water customers.

The Safe Drinking Water Act (SDWA) of 1974 (PL 93-523), as amended, is the primary federal law that ensures drinking water quality. Under SDWA, the United States Environmental Protection Agency (USEPA) sets standards for drinking water quality and oversees the states, localities, and water suppliers who implement these standards.

Drinking water regulations in the U.S. and in California have undergone significant revisions due to increasing contamination of water sources, improved analytical methods used in monitoring water sources and more definitive knowledge of health risks associated with waterborne contaminants. The revisions are being driven by:

- Federally enacted SDWA Amendments of 1986 and 1996.
- Local concerns in the State of California, where the DHS has primacy in implementation of the SDWA and subsequent amendments.
- Regulatory negotiation process of health, environmental and economic issues involving USEPA and other stakeholders.

In the State of California, the Department of Public Health Services (DPHS) has primary enforcement responsibility (primacy) for the federal drinking water regulations and guidelines in addition to certain state regulations that are more stringent than federal regulations.

Potable water produced by this project will adhere to all federal and state regulations as described above.

Brine produced by the project will be sent for disposal to the Regional Salinity Management Pipeline now under construction. The quality of the brine will be monitored to ensure it complies with the waste discharge requirements established for the Salinity Management Pipeline.

- b. Salt loading on the watershed is a known problem and salt transport off the watershed is a primary goal of the Renewable Water Resource Management Program for the Southern Reaches of the Calleguas



Creek Watershed. This project is a key component of that program to reduce salts loading in the watershed. The project includes pumping of poor quality groundwater, presently unusable due to high TDS and chloride concentrations, treatment of the water through reverse osmosis and final blending of the product water for potable consumption. Brine from the treatment process, high in salts and minerals, will be transported to the ocean through the Salinity Management Pipeline. Pumping of such water would allow for infiltration by higher quality water into the aquifer during periods of storm flow, resulting in an improvement in groundwater quality.

Pumping for this project would occur within a semi-confined brackish aquifer. Nearby wells which could be affected include 14A1 and 12F3. Historically, it is estimated that the aquifer provided in excess of 725 acre-feet per year to sustain irrigation and domestic use on the 648 acre campus, plus an unknown amount for nearby farming. In 1994, the Hospital operated eight wells and nearby farmland utilized approximately four more. The average Hospital well had the capability to pump 866,000 gallons per day. Based on this historical data and the yield analysis conducted on the well, it is expected that the basin could yield 1000 acre-feet per year at a sustained pumping rate of 1000 GPM without affecting adjacent water production wells. Pumping would, of course, be limited to the safe yield of the basin.

- c. During the water quality testing phase of the project, the well site will be pumped and the discharge will be blended with surface water and distributed through Camrosa's existing surface water distribution system. Pump testing will also be performed to determine how the well might affect nearby wells mentioned in b. above.

During the production phase, the raw well water will be pumped to the Water Reclamation Facility through new pipelines with product water being distributed through Camrosa's existing potable distribution system. The brine byproduct will be discharged into the Calleguas Salinity Management Pipeline. Therefore there will be no action which would affect the course of streams or erosion or siltation during any phase of the project.

- d. See c. above. The project would not substantially alter existing surface runoff patterns or runoff amounts.
- e. Large areas of impervious surfaces would not be created, thus there would be no major increase in surface water runoff from the well site. Any runoff from treatment facilities located at the Water Reclamation Facility would be retained on-site. Due to the small size of the

proposed facility sites (generally less than 1/4 acre), site run-off would not exceed the capacity of existing storm water drainage systems.

- f. The project is expected to improve the quality of groundwater in the vicinity of the well. See discussion under a.
- g. The project would not involve the construction of any housing.
- h. This existing well is surrounded by existing agricultural fields. . The structure is very small and would not impede flow in the event the fields are inundated. Therefore, this impact is considered less than significant. The treatment structure would be located within the fenceline surrounding Camrosa's Water Reclamation Facility and will be elevated to ensure the treatment works are protected in the event the Water Reclamation Facility is flooded.
- i. The project would not involve the construction of any housing, or other inhabitable structures.
- j. Tsunamis are large-scale sea waves produced by tectonic activities along the ocean floor. Seiches are freestanding or oscillatory waves associated with large enclosed or semi-enclosed bodies of water. As the project site is not located near the ocean or any large enclosed or semi-enclosed bodies of water, the project is not subject o any impacts of this nature. Debris and mudflows are typically a hazard experienced in the floodplains of streams that drain very steep hillsides within the watershed. Project components are not located in areas subject to tsunamis, seiches or debris flows. Therefore, these types of hazards are not expected to impact the proposed facilities.

### **2.8.3 Mitigation Measures**

No significant hazards were identified; therefore, mitigation measures are not required.

### **2.8.4 Residual Impacts/Further Study**

No further study of this issue is required.

**2.9 Land Use and Planning**

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2.9.1 Impact Analysis**

- a. The proposed facility sites are not located adjacent to any neighborhoods, communities, or thoroughfares, are surrounded by agricultural uses, and would not require the construction of any roads, barriers, or facilities that could potentially physically divide an existing community. No impact of this nature would result.
- b. The project would involve the construction and operation of water treatment and distribution facilities, which are allowable uses under existing land use and zoning designations.
- c. There are no habitat conservation plans, natural community conservation plans or similar plans that apply to the project site. No impacts of this nature would result.

**2.9.2 Mitigation Measures**

No significant impacts related to land use and planning would result from the project. No additional mitigation is required.

**2.9.3 Residual Impacts/Further Study**

The project would not result in significant land use and planning impacts. No further study of this issue is required.

**2.10 Mineral Resources**

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Result in the loss or availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2.10.1 Setting**

Aggregate is the only locally important mineral resource, and is defined as construction grade sand and gravel. The project site is located in an area designated as MRZ-1 by the State of California Division of Mines and Geology. This designation indicates that the area does not contain significant aggregate resources. Therefore, no project would have a significant impact on the supply of aggregate resources.

**2.10.2 Impact Analysis**

- a. The project site is not located in a mineral resource area, and would not hamper the extraction of such resources in the region. Therefore, no impacts to such resources would occur as result of project implementation.
- b. The nearest mineral resource recovery site is the Mary Smith quarry, located approximately one mile south-east of the Camarillo Water Reclamation Plant. The proposed project would not adversely affect the continued operation of this site.

**2.10.3 Mitigation Measures**

No impacts to mineral resources would result from the project. Therefore, no mitigation is required.

**2.10.4 Residual Impacts/Further Study**

The project would not result in any impacts to mineral resources. No further study of this issue is required.

## 2.11 Noise

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.11.1 Setting

Noise levels are measured on a logarithmic scale due to physical characteristics associated with noise transmission and reception. A doubling of noise energy normally results in a 3.0-decibel (dB) increase in noise levels. The threshold of human hearing is between 0 and 10 dBA. Because of the structure of the human auditory system, a 10-dB increase in noise is perceived as a doubling of noise. A 1- to 2-dB change in ambient noise levels is generally not perceptible to sensitive receptors. Noise levels diminish (or attenuate) as distance from the source increases based upon an inverse square rule, but the rate of attenuation varies with the type of sound source. Sound attenuates from point sources, such as an industrial facility, at a rate of 6 dB per doubling of distance. Roads typically have an attenuation rate of 4.5 dB per doubling of distance. However, heavily traveled roads with few gaps in traffic are typically characterized as a line source with an attenuation rate of 3-dB per doubling of distance.

The duration of noise and the time period at which it occurs are important factors in determining the impact of noise on sensitive receptors. Noise is more disturbing at night than during the day and noise indices have been developed to account for the varying duration of noise events over time as well as community response to them. The Community Noise Level Equivalent (CNEL) and the Day-Night Average Level (DNL or Ldn) are such indices. These indices use time-weighted average values based on the equivalent sound level (Leq). The CNEL penalizes noise levels during the night (10 p.m. to 7 a.m.) by 10 dB to account for the increased

sensitivity of people to noise during the hours when most people are expected to be resting or sleeping. Evening noise levels (7 p.m. to 10 p.m.) are penalized 5 dB by the CNEL. Appropriately weighted hourly Leqs are then combined over a 24-hour period to result in a CNEL. The Ldn also penalizes nighttime noise levels, but does not penalize evening levels. People are subject to a multitude of sounds in the urban environment. Many of these sounds are byproducts of necessary day-to-day activities. Excessive noise levels of 90 to 110 dBA which are typical during jet flyovers at 1,000 feet or a diesel truck at 50 feet commonly result in letters of protest and/or community action. Excessive noise may not only be undesirable, but may also cause physical and/or psychological damage. The amount of annoyance or damage to sensitive receptors is dependent primarily upon three factors: 1) the amount and nature of the noise; 2) the amount of ambient noise present before the intruding noise; and 3) the activity of the person working or living in the noise source area. The difficulty in relating noise exposure to public health and welfare is one of the major obstacles in determining appropriate maximum noise levels. Although there has been some dispute in the scientific community regarding the detrimental effects of noise, a number of general conclusions have been reached, including the following:

- Noise of sufficient intensity can cause irreversible hearing damage;
- Noise can produce physiological changes in humans and animals;
- Noise can interfere with speech and other communication; and
- Noise can be a major source of annoyance by disturbing sleep, rest, and relaxation.

There are no sensitive receptors in the vicinity of project components:

- The nearest CSUCI campus structure is located .63 miles from the proposed well site facility.
- The nearest CSUCI residences are .83 miles from the proposed well site facility.

### **2.11.2 Impact Analysis**

Noise impacts associated with the project would be limited to short-term construction noise, which is not typically a consideration in land use compatibility. However, Ventura County General Plan Policy 2.16.2-1 includes a threshold for noise generators of 55 dBA Leq (1-hour), or ambient noise level plus 3 dBA Leq during the hours of 6 a.m. to 7 p.m., and 50 dBA for 7 p.m. to 10 p.m. and 45 dBA for 10 p.m. to 7 a.m. These thresholds have been applied to construction equipment by the Ventura County Resource Management Agency. These thresholds were originally

developed for oil production and other long-term activities, where noise control is feasible and impacts would be long-term. Therefore, these thresholds are not considered applicable to construction noise due the mobile nature of construction equipment and short-term nature of impacts. However, these thresholds are appropriate for long-term noise sources, such as the proposed water facilities themselves.

The County of Ventura has adopted noise-related land use compatibility standards within its general plan noise elements. In addition, the County of Ventura general plan states construction noise shall be evaluated and, if necessary, mitigated in accordance with the County Construction Noise Threshold Criteria and Control Plan.

Noise levels generated by construction equipment were estimated using a spreadsheet model based on a distance attenuation of 6 dB per doubling of distance and sound emission levels published in Bolt, Beranek and Newman (1971).

- a. Short-term noise would be generated by project-related construction, including pipeline installation. Construction activities are not planned for periods after 7 p.m., such that significant impacts would not occur. Wells, pumping plants, and water treatment facilities would include electrical motors, pumps and compressors which generate noise. This noise may occur during nighttime hours, but will not exceed the County's noise standards. This impact is considered less than significant.
- b. Excavation associated with pipeline installation and site preparation for pumping plant and treatment facility may result in some ground-borne noise or vibration. Since facility locations have been fully determined, this impact is considered less than significant.
- c. See the discussion of long-term treatment plant facility noise in part a. above.
- d. See the discussion of short-term construction noise in part a. above.
- e. The project is not located in an area addressed in an Airport Land Use Plan, nor is it within two miles of any public or private airstrips. Therefore, no impacts are expected.
- f. See the discussion of airstrip-related noise in part e. above.

### **2.11.3 Mitigation Measures**

Long-term noise would be generated at the proposed facility site; however, the site is not located near sensitive receptors and long term

noise levels would be of less than significant impact levels. Therefore, no mitigation is required.

**2.11.4 Residual Impacts/Further Study**

The project would not result in any significant impacts to noise. No further study of this issue is required.



## 2.12 Population and Housing

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.12.1 Setting

Potable water is supplied to CSUCI through a single 12” main which is fed by a reservoir located at the Conejo Grade (CWD Potable Reservoir 1B), a distance of over four miles. The pipeline has been problematic in the past which has caused disruptions in service to the CSUCI campus and residents. Having a supply near the campus will greatly improve reliability.

Projects that involve public infrastructure (e.g., roads, power, water, sewer, etc.) in a previously undeveloped area may lead to inducement of population growth and associated conversion of agricultural lands. However, , most of the water made available by the proposed project would fulfill water will-serve agreements previously established between Camrosa and CSUCI and will serve to support full buildout of the campus in accordance with the approved CSUCI master plan. Any remaining water will be used to reduce dependence upon diminishing supplies of imported State Water Project water. Little, if any, water would be available from this project to support new development. Further the surrounding agricultural lands are currently protected by the Countywide SOAR initiative and County land-use policies which will discourage additional development on agricultural property near the campus.

### 2.12.2 Impact Analysis

- a. The project would not result in the addition of housing, or otherwise result in the increase of population in the area. The project represents an improvement in the flexibility and reliability of existing water infrastructure to meet water quality standards, but would not involve a substantial increase in available water supplies to support population growth. \_As such, the project would not result in a direct or indirect significant increase in population growth of the area.
- b. No housing would be displaced and no construction of replacement housing would be necessary.

- c. As people would not be displaced as a result of project implementation, it would not be necessary to provide replacement housing.

### **2.12.3 Mitigation Measures**

No significant impacts to population or housing would result from the project, therefore no mitigation is required.

### **2.12.4 Residual Impacts/Further Study**

The project would not result in any impacts to population or housing. No further study of this issue is required.

**2.13 Public Services**

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police Protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2.13.1 Impact Analysis**

Police protection services, fire protection services, schools, parks and other public facilities are normally required to be augmented as a result of projects that increase an area’s population (e.g., new residential, commercial, and industrial development). The proposed project would not increase the local population. The proposed structures would be constructed of non-flammable materials (concrete, masonry, steel) and would not require fire protection services. The proposed facilities would be provided security services by Camrosa, such that police protection services would not be required. Therefore, no impacts to police protection services, fire protection services, schools, parks and other public facilities are expected.

**2.13.2 Mitigation Measures**

No impacts to public services would result from the project. Therefore no mitigation is necessary.

**2.13.3 Residual Impacts/Further Study**

The project would not result in any impacts to public services. No further study of this issue is required.

**2.14 Recreation**

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**2.14.1 Impact Analysis**

- a. The project would not result in population growth, and would not increase the use of existing neighborhood or regional parks, or any other recreational facilities. As such, the project would not result in the accelerated physical deterioration of any recreational facilities. No impact would result.
- b. The project would not involve the construction or expansion of any recreational facilities. Thus, the project would not have any impacts on the physical environment associated with the construction or use of recreational facilities.

**2.14.2 Mitigation Measures**

No impacts associated with recreational facilities would result from the project, therefore no mitigation is necessary.

**2.14.3 Residual Impacts/Further Study**

The project would not result in any impacts to recreational facilities, or to the physical environment through the use or construction of recreational facilities. No further study of this issue is required.

### 2.15 Transportation/Circulation

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### 2.15.1 Setting

The project site is served by a network of highways, arterial streets and collector streets. The following text provides a brief discussion of the major components of the study-area street network.

**Lewis Road**, located west of the project site, has been expanded to a four-lane arterial roadway between the City of Camarillo on the north and University Drive on the south. Lewis Road provides the primary regional access connection to the CSUCI campus area via its connection to University Drive. Lewis Road extends south of University Drive as a two-lane road to Portrero where it becomes Hueneme Road. Within the study-area Lewis Road, is signalized at the Cawelti Road and University Drive intersections.

**Cawelti Road**, located north of the project site, is a two-lane road that extends from Lewis Road to Las Posas Road on the west. Within the study-area, Cawelti Road is signalized at the Lewis Road and Las Posas Road intersections.

**University Drive**, located north of the project site, is a two-lane road that extends easterly from Lewis Road and serves the CSUCI campus. Within the study-area, University Drive is signalized at the Lewis Road intersection.

**Roadway Operations**

In determining the operational characteristics of the roadway segments, "Levels of Service" (LOS) A through F are applied, with LOS A indicating free flow conditions and LOS F indicating severe congestion. Ventura County has adopted LOS D as the minimum operating standard for County thoroughfares and State Highways located within the County. Levels of service for the study-area roadway segments were determined based on the roadway capacities adopted by Ventura County. Table 1 presents the existing ADT volumes and levels of service for the study-area roadways.

Roadway Segment	Classification/Geometry	Existing ADT	LOS
Lewis Road n/o Cawelti Road	Class I / 4-Lane	13,200 ADT	LOS A
Cawelti Road w/o Lewis Road	Class I / 2-lane	1,800 ADT	LOS A
Lewis Road n/o Potrero Road	Class I / 4-Lane	6,700 ADT	LOS A

**Table 1 – Existing Average Daily Traffic**

The data presented in Table 1 indicate that the study-area roadways currently operate at LOS A which is considered acceptable based on Ventura County standards.

**Intersection Operations**

Given the existing roadway volumes and operations (LOS A) and the recent improvements that have been made to Lewis Road (i.e. widening to 4-lanes and installation of traffic signals at the Cawelti Road and University Drive intersections) it is estimated that the intersections currently operate in the LOS A- B range during the A.M. and P.M. peak hour periods. These operations would be considered acceptable based on the County's LOS D standard.

**2.15.2 Impact Analysis**

- a. Construction activities would generate about 20 round-trips per day for the pipeline installation. Lewis Road currently operates at an acceptable level of service; therefore, the addition of up to 20 vehicle trips per day for the installation period is considered a less than significant impact.
- b. See the discussion under part a. above.
- c. Since no public airports or private airstrips are located near the project site, no impacts to such facilities would result from the project.
- d. The proposed project site is adjacent to Old Lewis Road which is a straight length of abandoned roadway which dead-ends directly north

of the proposed project site. Therefore, there are no road hazard impacts.

- e. The proposed project would not require emergency services, or create conditions that would impede emergency access for adjacent land uses.
- f. All short-term construction related parking would be accommodated onsite. Therefore no impacts to parking capacity would result. The project would not require parking capacity following the completion of construction. Maintenance staff would park at each facility site as needed to complete maintenance tasks. No on-street parking would be required.
- g. As discussed in response a. above, the project would result in temporary short-term increases in traffic volumes. However, construction-related traffic would not be of significant levels that would conflict with or impede existing alternative transportation (e.g., mass transit, bicycles, etc.). In addition, the project sites are generally removed from public roadways and could not result in obstruction of areas (e.g., bus turnouts, bicycle racks, bicycle lanes, etc.) that support alternative transportation plans, policies or programs. In addition, the project does not include any residential development and would not generate transportation demand.

### **2.15.3 Mitigation Measures**

No impacts associated with transportation facilities would result from the project, therefore no mitigation is necessary.

### **2.15.4 Residual Impacts/Further Study**

No significant impacts related to traffic/circulation would result; therefore, no further study of this issue is required.

## 2.16 Utilities and Service Systems

Would the project:	Potentially Significant Impact	Less than Significant Impact with Mitigation	Less than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the projects solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

### 2.16.1 Impact Analysis

- a. Wastewater (brine) would be generated by groundwater treatment. Brine would be discharged to the Regional Salinity Management Pipeline (Brine Line) for discharge to the ocean. Therefore, the proposed project would not result in any impacts to existing wastewater facilities.
- b. The desalination facility would be located at the existing Camrosa Water Reclamation Facility Plant site. The facilities would be viewed as a visually and operationally compatible extension of the existing water distribution infrastructure. Therefore, construction of a water treatment facility and/or expansion of the existing facility are considered to have no impact.
- c. The project would not require the construction or modification of public storm water drainage facilities. No impact would result.
- d. The project would benefit public water supply by facilitating more effective use of existing local water supplies.
- e. See response b.



- f. Any project that generates solid waste would have an impact on the demand for solid waste disposal capacity in Ventura County. The Countywide Siting Element approved by the California Integrated Waste Management Board on June 20, 2001 demonstrates that the approval of extension of the existing Solid Waste Facility Permit for the Simi Valley Landfill and Recycling Center, combined with the existing permitted capacity of the Toland Road Landfill would provide Ventura County with sufficient disposal capacity beyond the 15 year planning period mandated by State law. Therefore, no individual project would have a significant impact on the demand for solid waste capacity.
- g. The Camrosa Water District complies with all federal, state and local statutes relating to solid waste, and would continue to do so during the operation of the proposed project. As such, no impacts of this type are expected to result.

#### **2.16.2 Mitigation Measures**

No significant impacts related to public utilities would result from the project, therefore no mitigation is necessary.

#### **2.16.3 Residual Impacts/Further Study**

The project would not result in significant impacts to utilities or services. No further study of this issue is required.

### 3.0 Cumulative Impacts

Cumulative impacts are defined as two or more individual effects which, when considered together are considerable, or which compound or increase other environmental impacts. Under Section 15064 of the State CEQA Guidelines, as the lead agency, Camrosa Water District has determined there are no cumulative impacts.

### 4.0 Mandatory Findings of Significance

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

## 5.0 Determination of Environmental Document

On the basis of this evaluation:

- I find the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** should be prepared.
  
- I find that although the proposed project could have a significant impact on the environment, there will not be a significant effect with the implementation of mitigation measures described in this Initial Study. A **MITIGATED NEGATIVE DECLARATION** should be prepared.
  
- I find the proposed project, individually and/or cumulatively, **MAY** have a significant effect on the environment and an **ENVIRONMENTAL IMPACT REPORT** is required.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Joe Willingham  
Planning and Data Systems Manager  
Camrosa Water District

## 6.0 References

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