City of Camarillo

Public Comments

PUBLIC COMMENTS

Friday, November 10, 2023 03:40 PM

NOTICE

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Meeting Date	Tuesday, December 5, 2023
Agency	Planning Commission
Item Type	Agenda Item
Item Number or Subject	CPD-226M(5)/CUP-422, Costco Wholesale
Position	Oppose
Comments	
Upload Additional Information	

IDENTIFICATION

Name	Mason Luna
Address	888 Palmer Ave Camarillo, CA, 93010
Telephone	
Email	mason.luna38@gmail.com
Public Records Acknowledgement	By checking this box, I acknowledge that I understand anything I submit will become part of the public record and be subject to disclosure in accordance with applicable law, including the Public Records Act.

City of Camarillo

Public Comments

PUBLIC COMMENTS

Saturday, November 11, 2023 03:14 PM

NOTICE

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Meeting Date	Tuesday, December 5, 2023
Agency	Planning Commission
Item Type	Agenda Item
Item Number or Subject	Costco
Position	Support
Comments	It will be a huge benefit to the city and the residents. We need the gas station too. Camarillo has higher gas prices than other cities for some reason.
Upload Additional Information	

IDENTIFICATION

Name	melanie
Address	Camarillo, Calif, 93012
Telephone	
Email	
Public Records Acknowledgement	By checking this box, I acknowledge that I understand anything I submit will become part of the public record and be subject to disclosure in accordance with applicable law, including the Public Records Act.

Sean Konenakeaw

From: Jaclyn Lee
Sent: Monday, November 13, 2023 10:02 AM
To: Janessa Gutierrez
Cc: Sean Konenakeaw
Subject: FW: 226M(5)/CUP-422

Categories: To-Do

Please save this email for distribution to the PC.

Jackie Lee AICP, Planning Manager
City of Camarillo | 601 Carmen Drive, Camarillo, CA 93010
(805) 383-5616 | jlee@cityofcamarillo.org

-----Original Message-----
From: Michael Gold <gmg2409k@gmail.com>
Sent: Monday, November 13, 2023 10:01 AM
To: Jaclyn Lee <jlee@cityofcamarillo.org>
Subject: 226M(5)/CUP-422

Please move to approve the Second Subsequent MND. It is a win-win for the city. Added tax base, added retail availability and all done with no impact on residential areas Michael zHold

Sent from my iPhone

Thursday, November 13, 2023
RE: Costco Development

Dear Councilmembers,

The Ventura Audubon Society takes issue with the proposed Camarillo Costco development. We are concerned about the impact the project will have on local wildlife and loss of open space. Bird populations are falling all over the United States; three billion birds have been lost in the U.S. and Canada since the 1970's (State of Birds Report 2022; StateoftheBirds.org).

The proposed Costco site is a foraging ground for red-tailed hawks and other raptors, habitat for red-winged blackbirds and song birds (sparrows, pipits, goldfinch, etc.) and other ground birds (doves, pigeons) that forage and potentially nest there. It is known to provide habitat for special status species including western burrowing owl and horned lark. Because of the development that is already in progress north of the 101, and the eventual development of the second field on Springville Drive and Ventura Road, we are concerned that birds will abandon the area and the increasing loss of open space.

We contend it is inadequate to rely on the EIR conducted in 2008 to address current biological impacts of the proposed project because the biological survey upon which the assessment is based is 19 years old (conducted in January 2004). Furthermore, it provides inadequate data because it was conducted in winter when there are the lowest levels of flora and fauna activity. Spring is the optimal season for biological field surveys for projects where only one survey is conducted. Additionally, listing status of plants and animals have changed in the nearly 2 decades since 2004 and this information needs to be updated in the assessment.

A new CEQA-level assessment is necessary to determine potential impacts to and mitigation for biological resources. This assessment must be based on a current field survey along with updated literature review and regulatory analysis. Additional issues including habitat loss, greenhouse gases, night lighting, traffic, air pollution, and cumulative impacts must also be studied. We ask that a focused EIR or mitigated negative declaration be conducted to study these impacts. At a minimum, a new initial study should be prepared.

Thank you for your time and consideration.

Respectfully,

Cynthia Hartley

Cynthia Hartley
Conservation Committee Chair
cynthia.hartley@venturaaudubon.com

Rachel Ameche

Rachel Ameche
President
president@venturaaudubon.com

City of Camarillo

Public Comments

PUBLIC COMMENTS

Tuesday, November 14, 2023 03:56 PM

NOTICE

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Meeting Date	Tuesday, December 5, 2023
Agency	Planning Commission
Item Type	Agenda Item
Item Number or Subject	Costco development and gas pumps.
Position	Support
Comments	I am all in favor. We need it. It will be very good for Camarillo
Upload Additional Information	

IDENTIFICATION

Name	David Long
Address	5025 Rexton Dr Camarillo , CA, 93012
Telephone	(818) 921-6160
Email	davidlong2013@hotmail.com

Public Records Acknowledgement	By checking this box, I acknowledge that I understand anything I submit will become part of the public record and be subject to disclosure in accordance with applicable law, including the Public Records Act.

City of Camarillo

Public Comments

PUBLIC COMMENTS

Tuesday, November 14, 2023 09:05 PM

NOTICE

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Meeting Date	Tuesday, December 5, 2023
Agency	City Council
Item Type	Agenda Item
Item Number or Subject	CPD-226M(5)/CUP-422, Costco Wholesale
Position	Support
Comments	
Upload Additional Information	

IDENTIFICATION

Name	Ellen Schachter
Address	5025 Rexton Drive Camarillo, CA, 93012
Telephone	(310) 962-2721
Email	traci22@hotmail.com
Public Records Acknowledgement	By checking this box, I acknowledge that I understand anything I submit will become part of the public record and be subject to disclosure in accordance with applicable law, including the Public Records Act.

City of Camarillo

Public Comments

PUBLIC COMMENTS

Friday, November 17, 2023 08:16 PM

NOTICE

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Meeting Date	Tuesday, December 5, 2023
Agency	Planning Commission
Item Type	Agenda Item
Item Number or Subject	CPD-226M(5)/CUP-422, Costco Wholesale
Position	Oppose
Comments	Dear Commissioners, I am opposed to the Costco project going through as planned. I urge you to require that an EIR be conducted. This is a massive project that will exceed allowable emissions for air pollution, yet no EIR is being conducted. There will be huge impacts on traffic, air pollution, emergency response times, and local wildlife. Please don't rush this process. Thank you for your time and consideration. Kristen Kessler
Upload Additional Information	

IDENTIFICATION

Name	Kristen Kessler
Address	10645 Vinca Lane, APT 102 Ventura, CA, 93004
Telephone	(805) 705-3520

Email	kess4652@gmail.com
Public Records Acknowledgement	By checking this box, I acknowledge that I understand anything I submit will become part of the public record and be subject to disclosure in accordance with applicable law, including the Public Records Act.

From:	joan handzel
To:	Jaclyn Lee
Subject:	Need For Environmental Impact Report (EIR) re Inadequate Costco MND
Date:	Saturday, November 18, 2023 4:17:23 PM

Absent from the Subsequent Mitigated Negative Declaration (MND) regarding the proposed Costco
project is an in depth analysis of how the proposed Costco and its mega gas station will affect the quality of life of nearby residents.

Figure 11 (P. 43) of the MND (Photo attached) illustrates the close proximity of about 1,200 apartments, townhomes, and single family homes built on nearly 174 acres east of Springville Drive just across the 101 Freeway from the proposed project. When the City approved the 2007 original plan, that area just across the Freeway was a strawberry field and the City did not require an EIR. Since then, in its various Declarations regarding the proposed commercial site, the City has ignored any likely adverse impacts a car-magnet Costco would have on nearby residents. One of those apartment buildings is home to hundreds of low-income seniors.

Though the report repeatedly states that there are indeed two entrances to the site from Ventura Boulevard, the MND overlooks routes that one has to travel to get there. Will drivers choose to take Ponderosa to avoid the dreaded Las Posas-Ventura Boulevard intersection? Will southbound traffic on Earl Joseph escalate, impacting residents wishing to take Ponderosa to exit the Springville development? How will increased traffic on the 101 affect those wishing to exit at the Springville off ramp?

The addtion of a mega gas station is most distressing. There is no need for another gas station. One has recently been approved on Arneill Road and another is planned for Ralph's empty corner lot on Las Posas. The area on the Costco site where 42 vehicles will sit idling waiting for their turn at the pump and spewing pollution into the atmosphere is located in the "most remote area of the site," just next to the freeway, directly across the nearby residential area. We don't need the additional pollutants.

The residents who will be affected by the proposed project deserve to have an INDEPENDENT EIR requiring a comprehensive study and analysis of impacts to traffic, air, existing businesses, and property values.

Get Outlook for iOS

From:	Nomi Park
To:	Jaclyn Lee
Subject:	Attention: Jaclyn Lee, Planning Manager RE: Second Subsequent Mitigated Negative Declaration for Costco project and Mega Gas Station
Date:	Wednesday, November 22, 2023 12:06:48 PM

Dear Jaclyn,

I am writing to express my deep concerns regarding the Second Subsequent MND for the Costco project and Mega Gas Station in Camarillo. I strongly believe that the scale and nature of this development necessitate a comprehensive Independent Environmental Impact Report to thoroughly assess potential environmental impacts. I cannot imagine the addition of another gas station, let alone a Mega Gas Station, in our small city will not have a negative impact on residents' quality of life, traffic, commute and emergency response times, soil, air, water, wildlife, existing businesses, etc. We already have at least 4 or 5 gas stations within a 2 mile radius from the Costco project site. The addition of a Mega Gas Station seems overkill. Also, with California heading to fully electric vehicles by 2035 why would we want to add a Mega Gas Station to our city?

Please take my and my neighbors concerns into consideration when reviewing this project and the impact it will have on our community.

Thank you,
Nomi Park
Resident of Springville Community, Camarillo

From: Monique Fairfax
To: Jaclyn Lee
Subject: No Costco
Date: Monday, November 27, 2023 12:29:48 PM

Please stop the proposed building of Costco in Camarillo. It will impact my neighborhood directly. The giant home construction project by Springville has increased mega-ton truck traffic significantly at all hours. We do not want delivery trucks on our residential streets due to the noise and pollution. The small windy road has a 10 Mph hairpin turn. It is unsafe for the amount of people that will are already residing here Soon, many more people will be moving into the new homes. There are many conveniences and supermarkets, gas stations in this area. We have Costco in Oxnard and it is very busy by all accounts. Accidents happen daily, and the noise is at an unhealthy high decibel reading. We don't need more buildibg in this part of Camarillo. Please protect the limited safety and health we have left. The gas station alone will pollute the land; people may get sick or worse from the impact of this project. Please consider the community concerns before allowing this project to continue.

Respectfully,

Monique Fairfax

Sent from my iPhone

From: Merrill Berge
To: Jaclyn Lee
Subject: Camarillo Costco Second Subsequent MND 2023-4
Date: Tuesday, November 28, 2023 11:36:48 AM
Attachments: image.png
image.png
image.png
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image.png
image.png
image.png
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image.png

Dear Jacqueline and the Camarillo Planning Commission,
I dove into the Camarillo Costco Draft Second Subsequent MND 2023-4 and have several areas of concern that would also seem to be of concern to the Camarillo Planning Commission.

Pg. 11 - *There would be four covered fueling bays, each with four gas pumps which fuel two cars each. This results in 16 fueling dispensers that would provide a fueling capacity for 32 cars at a time. A proposed stacking area provides space for an additional 42 cars waiting to get to a fueling position.* - see comment on "hotspot" below

Pg. 12 - *Four underground fuel tanks would be installed with the gas station. Specifically, there would be two 40,000-gallon regular gas tanks, one 40,000-gallon premium gas tank, and one 1,500-gallon fuel additive tank.* - this is in addition to the fuel tanks already in place at 112 existing gas pumps along the main Camarillo arteries of Las Posas, Carmen and Arneill, plus those being installed at the 16 NEW gas pumps already approved on the corner of Las Posas Plaza and in the KMart redevelopment site. (see map at end)

Pg. 14 - *The preliminary site plan provides a total of 901 parking stalls, including 19 handicapped accessible stalls and 181 stalls for electric vehicles. Of the 181 electric vehicle stalls, 46 stall would provide electric vehicle supply equipment (EVSE) at first occupancy while the remaining 135 stalls would provide electrical infrastructure for the future installation of EVSE.*
Only 5% of the 901 parking stalls would have EV charging infrastructure (901 minus the 46 initial EV charging spots = 855 parking spots w/o EV charging)

Pg. 34

Table 2 – Maximum Daily Air Pollutant Emissions for Project Operations		
Emissions Source	Emissions in Pounds Per Day	
	ROC	NOx
Costco		
Area Sources	5.0	0.06
Energy Sources	0.02	0.3
Mobile Sources	25.4	26.2
Natural Gas Back-up Generator	0.0001	0.005
Gasoline Dispensing Facility	42.1	--
Total Emissions	72.5	26.5
Total Non-Stationary Source Emissions	30.4	26.5
Regional Shopping Center		
Area Sources	10.1	0.1
Energy Sources	0.03	0.5
Mobile Sources	40.7	23.1
Total Emissions	50.8	23.8
Total Non-Stationary Source Emissions	50.8	23.8
Total Project		
Total Non-Stationary Source Emissions	81	50
VCAPCD Thresholds of Significance	25	25
Exceeds Threshold?	Yes	Yes
Source of table data: Rambol, September 6, 2023.		

Implementation of mitigation measures AQ-3 and AQ-4 would reduce the cumulative air quality impacts of the proposed project to a less than significant level.

Pg. 33

AQ-3 The project developer shall include in construction and building management contracts the following requirements or measures shown to be equally effective:

• Use solar or low-emission water heaters in the commercial buildings.

• Require that commercial landscapers providing services at the common areas of project site use electric or battery-powered equipment, or other internal combustion equipment that is either certified by the California Air Resources Board or is three years old or less at the time of use, to the extent that such equipment is reasonably available and competitively priced in Ventura County (meaning that the equipment can be easily purchased at stores in Ventura County and the cost of the equipment is not more than 20 percent greater than the cost of standard equipment).

• Provide bus stops with shelters at locations along the project frontage with Ventura Boulevard. The number of bus stops shall be determined in consultation with Camarillo Area Transit.

AQ-4 The project developer shall contribute a total of $667,502 to a TDM fund managed by the City of Camarillo.

That's it?

No solar panels on the buildings? Or on parking lot shade structures?

Only 5% of 855 parking stalls with EV charging?

Consider the following analysis from the So. Coast Air Quality Management District - for the Murietta Costco location

https://www.aqmd.gov/docs/default-source/ceqa/comment-letters/2020/July/RVC200626-

01.pdf?sfvrsn=8

The Lead Agency quantified the Proposed Project's regional operational emissions in the Draft EIR. Based on this analysis, the Lead Agency found that the Proposed Project's unmitigated regional operational air quality impacts would be significant for NOx and volatile organic compounds (VOCs) emissions at 60 lbs/day and 76 lbs/day12, respectively, which would exceed South Coast AQMD's regional operational air quality CEQA significance thresholds for NOx and VOCs at 55 lbs/day. The exceedance of NOx emissions would be primarily due to mobile sources visiting the Proposed Project during operation13, while the exceedance of VOCs emissions would be primarily due to gasoline dispensing operations14 . The Lead Agency is committed to implementing operational MM-AQ-2, which requires that the project applicant provide preferential parking for clean air vehicles and offer transit subsidies for all employees of the Proposed Project for three to six months15 . Implementation of MM-AQ2 may be effective at mitigating the Proposed Project's operational NOx and VOCs emissions, but was not able to reduce those emissions to less than significant levels. Therefore, the Proposed Project's regional air quality impacts from operational NOx and VOC emissions would remain significant and unavoidable at 60 lbs/day and 76 lbs/day, respectively16 .

In the Draft EIR, the Lead Agency identified South Coast AQMD as a Responsible Agency for the Proposed Project20 and included a discussion of compliance with applicable South Coast AQMD Rules, including, but not limited to, Rule 431.2 – Sulfur Content of Liquid Fuels21 and Rule 461 – Gasoline Transfer and Dispensing22. The Final EIR should also include a discussion of compliance with other applicable South Coast AQMD Rules, including but not limited to, Rule 201 – Permit to Construct 23, Rule 203 – Permit to Operate24 , and Rule 1401 – New Source Review of Toxic Air Containments25 .

Since the gasoline service station of the Proposed Project will include 32 fueling pumps and has an annual throughput of 26 million gallons of gasoline, it is important that mobile source emissions from operation of the gasoline service station are fully and adequately evaluated in the air quality analysis in the Final EIR. 2. Recommended Revisions to Existing Project Design Features (PDFs)-AQ/GHG-1 and -AQ/GHG-2 In the Draft EIR, the Lead Agency is committed to installing 17 electric vehicle (EV) charging stations at the Proposed Project. Three EV charging stations will be installed in the warehouse parking lot, and the remaining 14 stations will be installed in the parking lot for retail uses27. Since the Proposed Project will result in significant and unavoidable long-term air quality impacts from VOCs and NOx emissions, and to further reduce those emissions, South Coast AQMD staff recommends that the Lead Agency strengthen the existing project design features to include additional EV charging stations in the Final EIR. The recommended revisions to PDFs-AQ/GHG-1 and -AQ/GHG-2 are in strikethrough and underlines as follows. PDF-AQ/GHG-1 and PDF-AQ/GHG-2 Require at least six percent of the Proposed Project's 1,215 vehicle parking spaces (or 73 parking spaces) to include EV charging stations, four of which shall be tied to solar source from the roofs of two buildings at the time of opening, or at a minimum, require the Proposed Project to be constructed with the appropriate infrastructure to facilitate sufficient electric charging for passenger vehicles and trucks to plug-in. Electrical hookups should be provided onsite for trucks to plug in any onboard auxiliary equipment. Electrical panels should be appropriately sized to allow for future expanded use. The Lead Agency should also include analyses to evaluate and identify sufficient power available for passenger vehicles, zero emission trucks, and supportive infrastructures (e.g., EV charging stations) in the Energy and Utilities and Service Systems Sections of the Final EIR, where appropriate.

Technology is transforming the transportation sector at a rapid pace. Cleaner trucks such as ZE or NZE trucks are increasingly more feasible and commercially available as technology advances. If using ZE or NZE trucks as a mitigation measure to reduce the Proposed Project's operational air quality impacts is not feasible today, cleaner trucks could become feasible in a reasonable period of time within the lifetime of the Proposed Project (CEQA Guidelines Section 15364). Therefore, it is recommended that the Lead Agency develop a process with performance standards to deploy the lowest emission technologies and incentivize the use of ZE or NZE heavy-duty trucks during operation (CEQA Guidelines Section 15126.4(a)). The Lead Agency can and should develop the performance standards as follows or any other comparable standards in the Final EIR.

• Develop a minimum amount of ZE or NZE heavy-duty trucks that the Proposed Project must use during each year of the operation to ensure adequate progress. Include this requirement in the Proposed Project's tenant selection and operation management bid documents and business agreement.
• Establish a tenant/truck operator(s) selection policy that prefers tenant/truck operator(s) who can supply the use of ZE or NZE heavy-duty trucks at the Proposed Project. Include this policy in the bid documents and business agreement.
• Develop a target-focused and performance-based process and timeline to review the feasibility to implement the use of ZE or NZE heavy-duty trucks during operation. Include this process and timeline in the Proposed Project's tenant selection and operation management bid documents and business agreement.
• Develop a project-specific process and criteria for periodically assessing progress in implementing the use of ZE or NZE heavy-duty trucks during operation. Include this process and criteria in the Proposed Project's tenant selection and operation management bid documents and business agreement.

Carbon Monoxide

Pg. 36

Localized areas where ambient concentrations exceed national and/or state standards for CO are termed CO "hotspots."

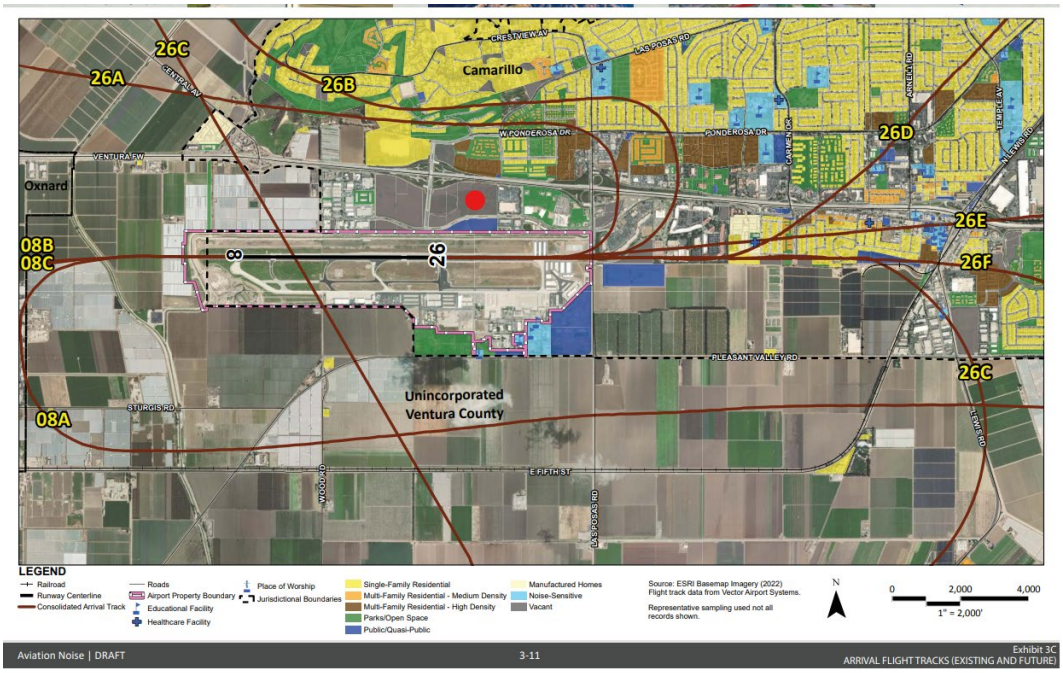
The greatest potential for a CO hotspot to occur in Ventura County today is at the roadway edge of a very congested intersection.

It would seem that the 42 car "stacking area" waiting for gas should be evaluated as an equivalent to a "very congested intersection". It is not considered in the carbon monoxide analysis

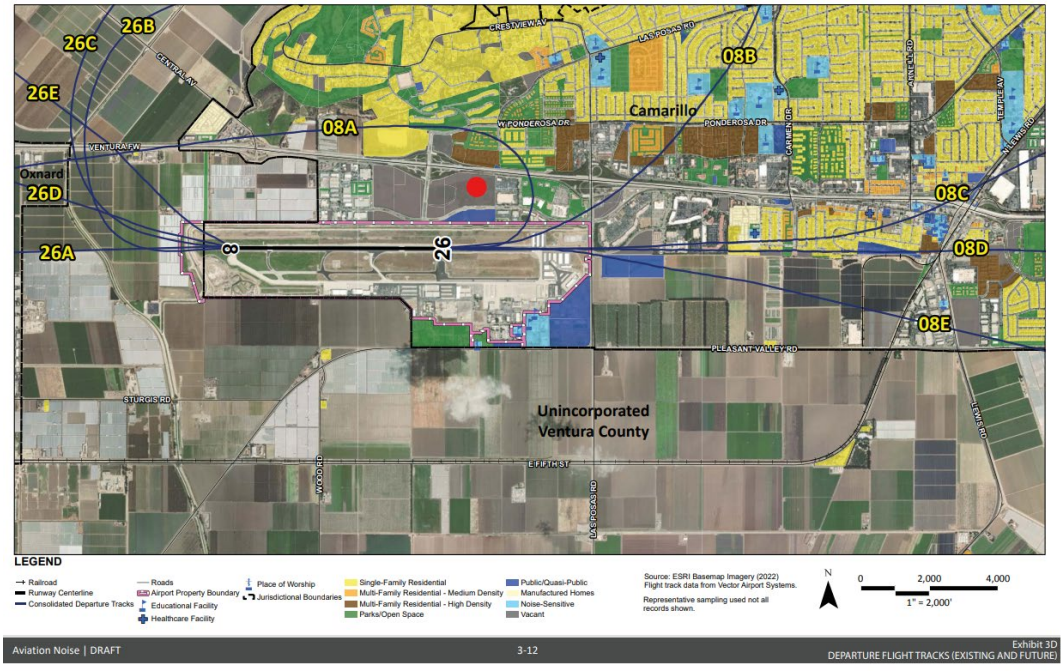
Toxic Air Contaminants

No mention is made of the cumulative toxic air contaminates load when combined with the adjacent Airport emissions.

Arrival flight tracks in proximity to Costco site



Departure flight tracks in proximity to Costco site



Nor does it take into account the greater emissions <u>due to the increase in jet and turboprop traffic</u> (larger engines, greater emissions) being forecast as part of the Airport Layout Plan over the next 20 years.

Table 2N from Camarillo Airport 150 Noise Study - Chapter 2 "Forecast" Document

TABLE 2N | Fleet Mix Operations Forecast								
	EXISTING		FORECAST					
Aircraft Type	2022	Percent	2027	Percent	2032	Percent	2042	Percent
Local Operations								
Single Engine Piston	101,708	98.17%	101,878	98.02%	103,447	97.90%	106,790	97.71%
Multi-Engine Piston	600	0.58%	600	0.58%	600	0.57%	600	0.55%
Turboprop	200	0.19%	240	0.23%	280	0.26%	320	0.29%
Jet	100	0.10%	120	0.12%	140	0.13%	180	0.16%
Helicopter	1,000	0.97%	1,100	1.06%	1,200	1.14%	1,400	1.28%
Total Local	**103,608**	**100.00%**	**103,938**	**100.00%**	**105,667**	**100.00%**	**109,290**	**100.00%**
Itinerant Operations								
Single Engine Piston	60,020	71.91%	56,518	63.79%	53,283	56.97%	42,859	40.10%
Multi-Engine Piston	4,200	5.03%	4,200	4.74%	4,200	4.49%	4,200	3.93%
Turboprop	3,996	4.79%	8,152	9.20%	13,357	14.28%	25,905	24.24%
Jet	7,852	9.41%	11,629	13.13%	13,883	14.84%	23,318	21.82%
Helicopter	7,400	8.87%	8,100	9.14%	8,800	9.41%	10,600	9.92%
Total Itinerant	**83,468**	**100.00%**	**88,599**	**100.00%**	**93,523**	**100.00%**	**106,882**	**100.00%**
Total Operations	**187,076**		**192,538**		**199,191**		**216,172**	

Source: FAA TFMSC database; Coffman Associates analysis

Pg 2-39 of the Airport 150 Noise Study

As can be seen from the historical data, the airport had a 56 percent increase in the number of jet and turboprop operations over the 10-year period from 2013 to 2022. The 20-year forecast anticipates continued growth in operations by these aircraft and a 126 percent increase. The growth areas are by aircraft

https://www.ncbi.nlm.nih.gov/pmc/articles/PMC7108289/

Aircraft engine exhaust emissions and other airport-related contributions to ambient air pollution: A review

Aircraft exhausts are only one of several sources of emission at an airport (ICAO, 2011). Although exhaust plumes from aircraft engines were conventionally considered to account for most of the emissions, other sources are present within modern airports and contribute to air pollution at the local scale.

Pg. 38 - . *Residential receptors were identified within the modeling domain to the north of the site and U.S. Highway 101 within the Springville Specific Plan area. The locations of the modeled receptors are shown in Figure 12.*

FIGURE 12 – HRA MODELED RECEPTOR LOCATIONS



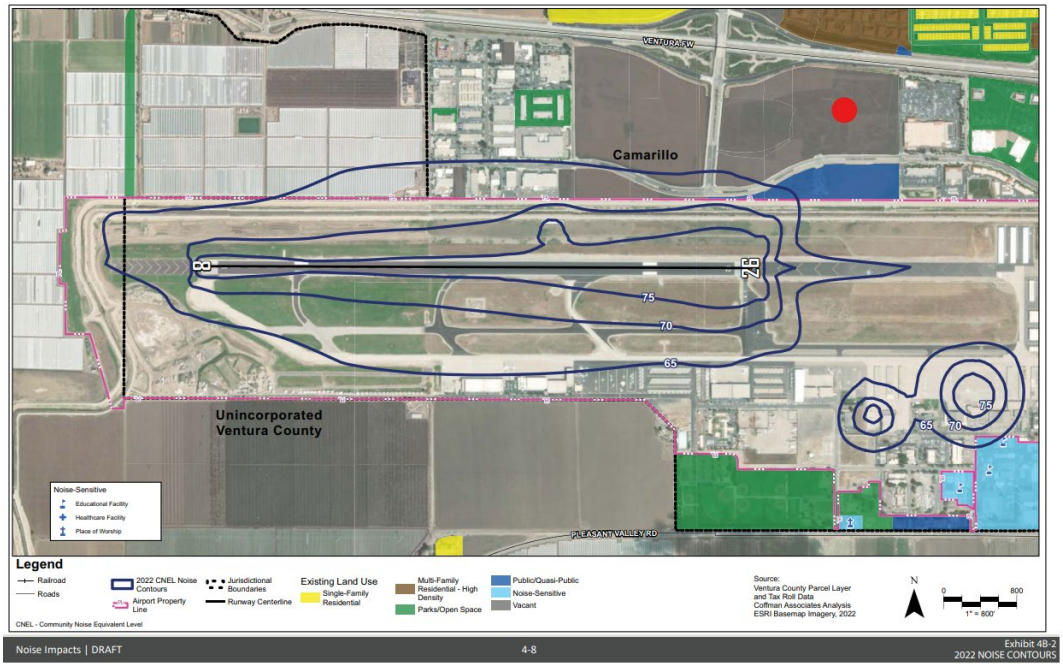
Airport emissions, Costco parking and gas line "stacking", and the often congested 101 freeway traffic, ride the onshore ocean air currents towards Springville (sensitive receptor area) and Spanish Hills neighborhoods. This mix of significant emissions should be cumulatively analyzed for air quality impacts.

Over 1350 housing units are in the Springville Specific Plan...many are starter homes for new families with young children. Springville Park is less than 1/2 mi from the Costco site.

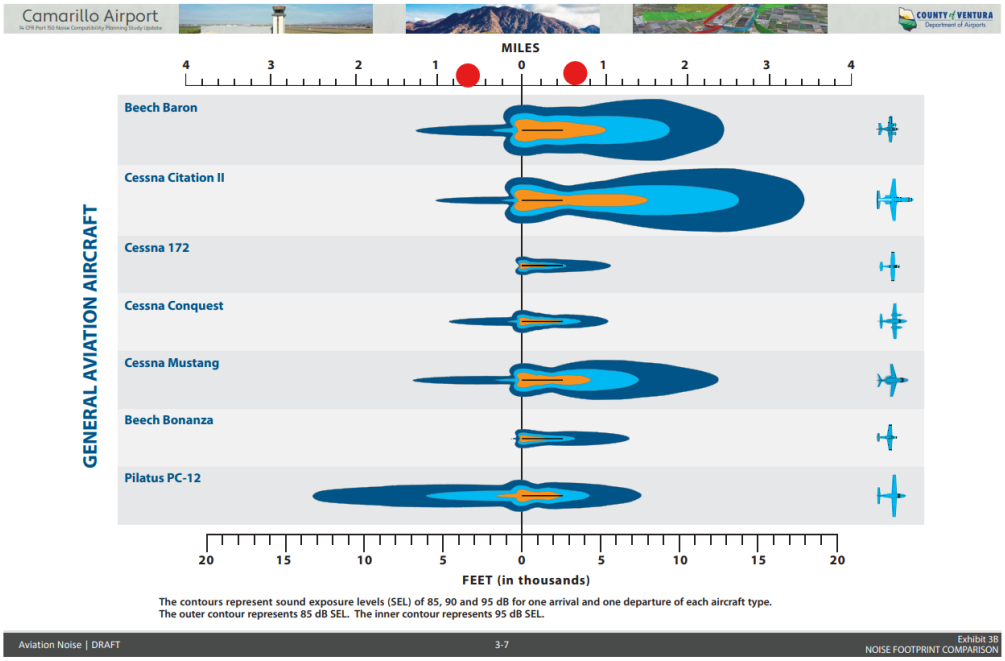
The uphill neighborhoods of Spanish Hills, the Spanish Hills Park tennis courts, golf course, homes on the upslope were not evaluated for cumulative air quality impacts

Pg. 114

The project site is located to the north of Camarillo Airport. According to the Noise Element of the City of Camarillo General Plan, future noise levels in the southern part of the site attributable to Camarillo Airport would not exceed 65 dBA CNEL



Though the Costco site is identified as "outside" the 65CNEL Noise Contour...it is within 3200 ft of the Camarillo Airport 8-26 Runway.
Currently jets and turboprops flights are approx. 33 flights/day...increasing to 133/flights per day within the next 20 years.
Here are the noise "footprints" for various aircraft...in general, the larger the aircraft the larger noise footprint
Costco proximity is noted with a red dot. The outer dark blue contour represents 85 db SEL.



It is critically important at this point in time to fully, cumulatively, evaluate the development projects that are being considered for this area, and specifically, the impacts they will have in total on the Springville and Spanish Hills neighborhoods.
Thank-you for your time and expertise in evaluating this Camarillo Costco project Draft Second Subsequent MND 2023-4

Merrill Berge
805/208-6058

Las Posas interchange area

1. **Shell** on corner of Las Posas/ Ventura Blvd as you enter Target shopping center - 8 pumps
2. **76/carwash** adjacent to 101 freeway/park-n-ride lot next to new hotel - 12 pumps
3. **Chevron** on S/W corner of Daily Dr/ Las Posas next to Oil Stop - 10 pumps
4. **Mobil** on N/E corner of Daily Dr/Las Posas - 12 pumps
5. **New gas station approved 11/1/22** for Ralph's Shopping Center corner (Ponderosa/Las Posas) - 10 pumps

44 gas pumps on Las Posas

Carmen interchange area

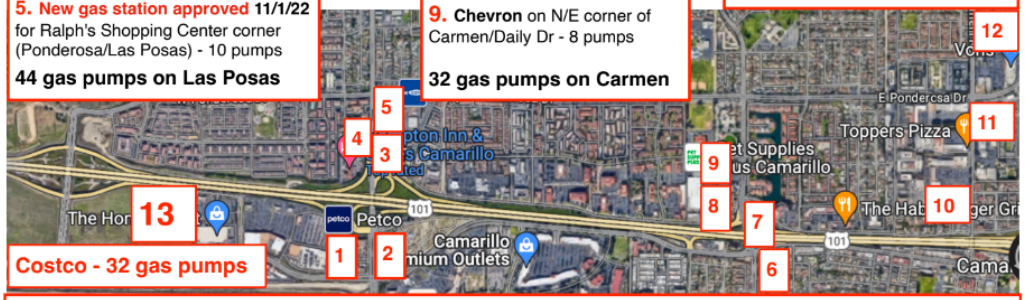
6. **Shell** at 101/Carmen on far side of freeway - 8 pumps
7. **Valero** on S/W corner of Carmen/Daily Dr - 8 pumps
8. **7 Eleven** on N/W corner of Carmen/Daily Dr - 8 pumps
9. **Chevron** on N/E corner of Carmen/Daily Dr - 8 pumps

32 gas pumps on Carmen

Arneill corridor

10. **Chevron** on Arneill at entrance of Goodwill/99cent center - 12 pumps
11. **Arco** on corner of Arneill/ Pondersosa - 8 pumps
12. **New gas station approved 2/15/22** for KMart shopping center - 16 pumps

36 gas pumps on Arneill



Through middle of Camarillo - 112 gas pumps existing + 26 new pumps approved in 2022 = 138 ALREADY

13. **Costco gas station being considered - would add 32 more gas pumps**

Total of 170 gas pumps - a 23% increase (if Costco is approved)



November 28, 2023

Department of Community Development
Attention: Jaclyn Lee, Planning Manager
601 Carmen Drive
Camarillo CA 93010

Dear Ms. Lee,

We are an unassociated group of Camrillo and Ventura County residents, neighbors and merchants who have concerns about Costco's plans to build a new 160,000 sq. ft. warehouse, tire center, and 32 pump fuel station, on 12 acres of open space at the corner of Springville Drive and W. Ventura Blvd. in Camarillo.

Please accept into the public record, and for the City's consideration and response(s), our comments on the Second Subsequent Mitigated Negative Declaration 2023-4 (hereafter referred to as "SSMND"). We strongly disagree with Cadence Environmental Consultant's determination that no new significant impacts were identified that would require the preparation of a subsequent Environmental Impact Report. On the contrary, we believe that the SSMND is ripe with errors and relies on faulty data and analysis that raises more questions than answers. Specifically, as it relates to estimated project impacts to traffic, Vehicle Miles Traveled (VMT), air quality and CO2 emissions, and noise/light pollution.

We also believe that it is not only reasonable, but **responsible**, to demand that the city require that a comprehensive Environmental Impact Report (EIR) be conducted by an independent third party, so that neighbors will know the true impacts this project will have on their daily lives and on traffic, commute and emergency response times, pollution (air, water, noise and light), public safety, wildlife and birds that live on the property, and for existing businesses and jobs in the surrounding neighborhood.

The fact that a comprehensive EIR has not been carried out for this project site since before 2007, when it was converted from agricultural uses and cultivation to commercial retail uses, is unconscionable, given the scope and scale of the proposed Costco and Amara shopping center development and the significant impacts it would have on the surrounding community, residents, environment and wildlife.

The original project called for a massive commercial shopping center, and no fuel station, that only required an MND, not an EIR, that was approved by the Planning Commission and City Council, back in **2007**. When that proposed development fell through, the project was later modified back in **2016** (the Amara Shopping Center project) and the city determined then that the proposed Amara shopping center (again, with no fuel station proposed or studied), required only a subsequent MND, no EIR, which was approved by the Planning Commission (no Council review or action) in 2016 as the Final Subsequent MND. The 2016 Final Subsequent MND anticipated a 452K sq ft. Kohls anchored shopping center, but that project ultimately fell through as well.

Here we are now in November 2023, seven (7) years after the Final Subsequent MND was approved by the Planning Commission, faced with a proposal and plans for a very different project that calls for development of a new 163,177-square-foot, one-story Costco Wholesale retail building and free-standing



fuel facility with 16 dispensers (i.e., 32 fueling positions) and a parking lot consisting of approximately 901 stalls on the eastern 20 acres of the project site. The project application and SSMND also assesses a future "second phase" of the Amara Shopping Center that would include the remaining 335,823 square feet of building area of the approved 499,000 square feet of commercial space in the western portion of the project site.

The proposed development before the city is vastly different in scope and scale than what was proposed back in 2007, and more recently, in 2016. Specifically, the addition of the proposed 32-pump fuel station, with four massive underground tanks, should in and of itself, require a conditional use permit and an EIR since a fuel station, let alone one of this massive size, was not studied nor considered as part of the uses and approvals granted by the City for the subject property in 2007 and 2016, under the Final MND (2007) and Final Subsequent MND (2016), respectively.

It is clear that this is a wholly different proposed development and use, charading as a shadow of the project(s) for a *single* shopping center that was approved back in 2007 and 2016, respectively. It appears that the developer is simply tacking on a "second phase" of the Amara shopping center, to be included in the SSMND, to avoid having to conduct an EIR and new, separate studies and analysis, beyond what little is required in a Subsequent MND. Case in point, no applications, plans or uses for the "second phase" of the Amara shopping center have been submitted for the City's consideration, so how can these impacts be properly assessed in the SSMND for this project when there is no Amara shopping center project being proposed or considered? This appears to be a new and standalone project with a major new use, a massive fuel station, never properly studied nor considered by the City.

An EIR is also called for to ensure that the City considers alternative plans for the site that do not include an unstudied fuel station and a two phased commercial retail development vs. a single connected shopping center. Furthermore, all the **cumulative impacts** from the many new developments, housing and construction that has since come to fruition in between and surrounding Ventura Blvd. and Springville Drive, have not adequately been assessed and studied, nor mitigations considered, as it relates to this project and cumulative impacts to VMTs, CO2 emissions, noise/light pollution and public safety.

For example, the City just approved a major expansion of the Camarillo airport, and there is a 47-acre property, proximate to the project site, that anticipates the development of an additional 268,500 square feet of commercial uses and 198,767 square feet of industrial and/or office uses. Where is the in-depth study and analysis of all these cumulative impacts for residents to review and assess so that they can make an informed decision on whether or not to purchase a home near all of this proposed construction and development?

Traffic

Given the major impacts that the proposed development is anticipated to have on traffic, VMTs and commute times in the surrounding area, we demand that the City require comprehensive study and analysis of project impacts to traffic by an independent third party, preferably as part of a much-needed EIR. We take exception to the fact that the bulk of the data that the City is relying on in the SSMND, as it relates to traffic, is coming from a firm, Kittleson & Associates, that has conducted numerous traffic impact studies

on behalf of, and paid for by, Costco, all over the west coast. They are hardly an independent third party providing fair and balanced information to the City and residents.

With that said, we also object to the "fuzzy math" and analysis being used and relayed in the SSMND that tries to curtail and hide the true impacts that this massive development will have on traffic, VMTs and commute and emergency response times in the surrounding area. Specifically, trying to decrease the estimated number of new daily vehicle trips the project will generate (and that will very much impact the thousands of residents who live just north of the project site), by using unvetted (by an independent third party) data from Costco that discounts Camarillo based trips currently traveled to nearby Costco properties in other communities, to ultimately whittle that massive figure (16,239 trips) down to a laughable rough one-third of that estimated figure (5,963 trips). And all of this is being done using formulas, as opposed to current observed traffic studies in the field on peak days and times in the year.

While we don't disagree that some Camarillo shoppers headed to Costco outside of our community will likely shop at a new proposed Costco store in Camarillo instead of driving out of town to do so, and that those averted trips may therefore slightly decrease the number of regional vehicle trips made by capturing Camarillo Costco shoppers, those same trips from other parts of Camarillo (16,239 trips) going to other Costco stores will instead all be converging on the new site and impacting all of the neighbors who live north of the site. Add in the 14,918 vehicle trips magically assumed from the non-existent plans for the "second phase" of the Amara shopping center, and you have 31,157 daily vehicle trips per day on the roads surrounding the project site. How does this not call for more thorough study and mitigation measures to offset these impacts? Common sense alone dictates that 31,157 vehicle trips per day is very much going to impact traffic, commute and emergency response times, and carbon emissions in the surrounding neighborhoods. This issue needs more independent study.

Table 12 – Daily Trip Generation Estimate – Proposed Costco Warehouse and Fuel Station with Remaining Approved Amara Shopping Center

Land Use/Trip Type	Size	Weekday Daily Trip Ends
Costco Warehouse and Fuel Station	163,400 sq. ft.	**16,239**
Internal Capture (28%)		(4,547)
External Trip Ends		11,692
Pass-by Trip Ends (21%)		(2,455)
Diverted Trip Ends (28%)		(3,274)
Primary Trip Ends		5,963
Remaining Approved Amara Shopping Center	335,600 sq. ft.	**14,918**
Internal Capture (28%)		(4,177)
External Trip Ends		10,741
Pass-by Trip Ends (34%)		(3,652)
Diverted Trip Ends (26%)		(2,793)
Primary Trip Ends		4,296
Total Trip Ends (Costco and Remaining Shopping Center)		**31,157**

Furthermore, the proposed project calls for a free-standing 32-pump fuel facility that was not envisioned for in the Amara Shopping Center plans. In addition, the vehicle trip generation characteristics of the proposed Costco are different than the trip generation assumptions for a shopping center as evaluated in Final MND 2006-17 and Subsequent MND 2016-1, and the URBan EMISsions (URBEMIS) model used to estimate air pollutant emissions in Final MND 2006-17 has been replaced with the California Emissions Estimator Model (CalEEMod). It is clear that a wholly different standard for assessing development impacts to traffic, as it relates to CEQA, has been mandated since the Final MND and Final Subsequent MND for this project site were approved back in 2007 and 2016, respectively. Simply putting in the old data from the 2007 and 2016 MNDs into new formulas to meet these new requirements is inadequate and requires more thorough review and actual field analysis and study.

Pollution

According to the City of Camarillo CEQA Environmental Guidelines, a potentially significant impact would occur if the project generates an increase of 25 pounds per day or more of operational emissions of ROC and/or NOx. As shown in Table 2 of the draft SSMND report, the daily operational emissions of both ***ROC and NOx would exceed 25 pounds per day***.

Therefore, **the air quality impact of the proposed project would continue to be potentially significant**. It appears that the consultant's response to offset the "significant" impacts this project will have on air quality and carbon emissions for thousands of residents who live near the project site, is to have Costco make a modest contribution of $243,557 to a TDM fund, required under mitigation measure AQ-4. This is unacceptable. Why are Costco and the developer not being asked to make real modifications to their proposed development in order to offset the significant increase in carbon emissions and harmful air pollution that they will be generating? This is similar to massive polluters paying a fee to offset their carbon emissions rather than doing the real work and lowering their carbon footprint and practices. Why is Costco not being asked to consider alternative plans then that include no fuel station, or perhaps a fuel station with half the number of pumps, to offset the significant emissions they would be generating?

Furthermore, the preliminary site plan (pg. 14) provides a total of 901 parking stalls (BTW, that's over 100+ parking spaces beyond what is required, that's a lot of unnecessary asphalt), including 19 handicapped accessible stalls and 181 stalls for electric vehicles. Of the 181 electric vehicle stalls, only 46 stalls would provide electric vehicle supply equipment (EVSE) at first occupancy while the remaining 135 stalls would provide electrical infrastructure for the future installation of EVSE. That means that only 5% of the 901 parking stalls would have EV charging infrastructure (901 minus the 46 initial EV charging spots = 855 parking spots w/o EV charging).

With the state of California requiring that all new cars sold in 2035 and beyond be zero-emission vehicles, and the fact that we as a city and state are supposed to be making a concerted effort to significantly decrease carbon emissions to address climate change, how does a 32-pump gas station and only 5% of the proposed parking lot spaces being truly EV charge ready, meet these new mandated standards? Simply put, it does not. More study is needed.



We were also underwhelmed by the lack of thorough and independent analysis, if any, examining impacts the project will have on noise pollution (during and after construction), light pollution, and stormwater runoff pollution from dozens of acres of newly paved asphalt. In terms of light and noise pollution that the proposed gas station will generate, why is the fuel station not required to operate during the same hours as the proposed warehouse? The retail warehouse and tire center hours are anticipated to be Monday through Friday from 10:00 a.m. to 8:30 p.m., Saturday from 9:30 a.m. to 6:00 p.m., and Sunday from 10:00 a.m. to 6:00 p.m. The gas station hours are expected to be daily from 5:00 a.m. to 10:00 p.m. More study is needed.

For these reasons, and more (to be submitted at a later date), it is clear that there are simply more questions than answers that still need to be addressed ***before*** the city approves anything. We respectfully request that the city **slow down** and require that a comprehensive **EIR** be conducted by an independent third party, and that as part of that EIR, alternative plans, including those that include no or a smaller fuel station, be considered. We also request that meaningful mitigation measures be set in place as conditions of any project approvals and entitlements, that lessen projects impacts to traffic, VMTs, carbon emissions, pollution and to the environment.

Sincerely,

Ventura County Citizens Against Mega Gas

City of Camarillo

Public Comments

PUBLIC COMMENTS

Thursday, November 30, 2023 12:28 PM

NOTICE

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Meeting Date	Tuesday, December 5, 2023
Agency	Planning Commission
Item Type	Agenda Item
Item Number or Subject	Costco Wholesale Project (CPD-226M(5), CUP-422)
Position	Oppose
Comments	Please see attached comment letter submitted on behalf of Supporters Alliance For Environmental Responsibility (SAFER)
Upload Additional Information	2023.11.30 SAFER Comment... .pdf

IDENTIFICATION

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Via email and cityofcamarillo.org/publiccomment

November 30, 2023

Beverly Vandermeulen, Chair
Dave Edsall, Vice-Chair
Rob Davidson
Gladys Limon
Tom Murphy
Planning Commission
City of Camarillo
601 Carmen Drive
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planning@cityofcamarillo.org

Jaclyn Lee, Planning Manager
Department of Community Development
City of Camarillo
601 Carmen Drive
Camarillo, California, 93010
jlee@cityofcamarillo.org

Re: Comment on Second Subsequent Mitigated Negative Declaration Costco Wholesale Project (CPD-226M(5), CUP-422)

Dear City of Camarillo Planning Commission and Ms. Lee:

This comment is submitted on behalf of Supporters Alliance for Environmental Responsibility ("SAFER") regarding the Costco Wholesale Project (CPD-226M(5), CUP-422) ("Project") scheduled to be heard at the Planning Commission's December 5, 2023 meeting.

The Project site is part of a larger 44.84-acre site that was originally approved for development in 2007 and subsequently amended in 2016. For environmental review of those projects under the California Environmental Quality Act ("CEQA"), the City adopted a mitigated negative declaration ("2006 MND") and a subsequent MND in 2016 ("2016 SMND"). The 2006 MND and 2016 SMND each analyzed the buildout of up to 499,000 square-feet of commercial/retail uses and associated parking. No development of the 44.84-acre site has yet occurred under those prior approvals.

The Project proposes the development of a 163,177-square-foot Costco retail warehouse and 32-pump freestanding fuel facility on the eastern 20 acres of the 44.84-acre site located between U.S. 101 and Ventura Boulevard, west of Camarillo Town Center West and east of Springville Drive (APN 230-0-020-250). The City has prepared another subsequent MND ("2023 SMND") to analyze the impacts of the Project.

SAFER is concerned that the City is proceeding with the 2023 SMND rather than preparing a subsequent environmental impact report ("SEIR"). An MND is proper only if project

revisions would avoid or mitigate the potentially significant effects "to a point where clearly no significant effect on the environment would occur, and . . . there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment." (*Mejia v. City of Los Angeles* (2005) 130 Cal.App.4th 322, 331.) Under the "fair argument" standard applicable to MNDs, an EIR is required if any substantial evidence in the record indicates that a project may have an adverse environmental effect—even if contrary evidence exists to support the agency's decision. (14 CCR § 15064(f)(1); *Pocket Protectors v. City of Sacramento* (2004) 124 Cal.App.4th 903, 931.) The "fair argument" standard creates a "low threshold" favoring environmental review through an EIR rather than through issuance of MNDs. (*Pocket Protectors, supra*, 124 Cal.App.4th at 928.)

As discussed below, the 2023 SMND fails to ensure that the Project's impacts on air quality and energy are less than significant. Because those impacts remain potentially significant, the 2023 SMND is improper under CEQA and the Project requires a SEIR prior to approval. SAFER reserves the right to supplement this comment throughout the administrative process. (*Galante Vineyards v. Monterey Peninsula Water Mgmt. Dist.* (1997) 60 Cal.App.4th 1109, 1121.)

DISCUSSION

I. The 2023 SMND Fails to Establish that Emissions of ROCs and NOx Will Be Less Than Significant.

The City and the Ventura County Air Pollution Control District ("VCAPCD") have established a 25 pounds/day ("lbs/day)" significance threshold for emissions of reactive organic compounds ("ROCs") and nitrogen oxides ("NOx"). The 2023 SMND admits that the construction and operational phases of the Project will exceed the 25 lb/day threshold for ROCs and NOx. (SMND, pp. 33-34.) The 2023 SMND then applies three mitigation measures (AQ-2, AQ-3, and AQ-4) to reduce these impacts. However, the 2023 SMND does *not* conclude or otherwise present evidence that the mitigation measures will actually reduce the emissions to a less-than-significant level. For construction-related emissions, the 2023 SMND claims,

> As discussed previously, the Ventura County Air Quality Assessment Guidelines do not require that mitigation bring construction emissions to below 25 pounds per day – only that mitigation reduce construction emissions to the extent feasible. If all appropriate emissions control measures recommended by the Ventura County Air Quality Assessment Guidelines are implemented for a project, then construction emissions are not considered significant.

(2023 SMND, p. 33.) However, that is not what VCAPCD's guidelines or the City's guidelines say. VCAPCD's guidelines explicitly state that "[i]t is possible that project emissions will still be significant after inclusion of all feasible mitigation measures" and that "there are very few feasible measures available to reduce [ROC and NOx] emissions." (VCAPCD Guidelines §§ 7.2, 7.4.3). Furthermore, under the City's CEQA guidelines, there is a potentially significant impact

where ROC or NOx emissions exceed 25 lbs/day regardless of whether mitigation has been applied. If ROC and NOx impacts have been mitigated to the extent feasible yet still remain significant, the proper CEQA document is a SEIR—not a SMND.

For operation emissions, the SMND claims that AQ-4 (which requires payments to a transportation demand management ("TDM") fund) would reduce the Project's cumulative impacts to a less than significant level. However, this again ignores VCAPCD's guidelines and the City's guidelines. Although the VCAPCD guidelines acknowledge that TDM funding may "lessen[] or reduce[]" impacts of ROCs and NOx, VCAPCD guidelines also explicitly state,

> In most cases, the emissions from a development project will still exceed the . . . 25 pounds per day threshold in the remainder of the county . . . Therefore, each lead agency should determine if overriding considerations are necessary to approve the development project due to these emissions.

(VCAPCD Guidelines, § 7.5.3.)

Again, the standard for a SMND is not whether impacts have been reduced to the extent feasible, but rather whether the impacts have been rendered less than significant. Although AQ-2, AQ-3, and AQ-4 certainly reduce the Project's impacts, there is no evidence that the Project's emissions of ROCs and NOx will be reduced to less than 25 lbs/day as required by VCAPCD's guidelines and the City's guidelines. Therefore, the Project may result in significant air quality impacts and an SEIR must be prepared prior to further consideration of the Project.

V. The 2023 SMND Fails to Establish that the Project's Energy Impacts Will Be Less Than Significant.

CEQA provides that all Projects must include measures "to reduce the wasteful, inefficient, and unnecessary consumption of energy." (Pub. Res. Code § 21100(b)(3).) Energy conservation under CEQA is defined as the "wise and efficient use of energy." (CEQA Guidelines, app. F, § I.) The "wise and efficient use of energy" is achieved by "(1) decreasing overall per capita energy consumption, (2) decreasing reliance on fossil fuels such as coal, natural gas and oil, and (3) increasing reliance on renewable energy resources." (*Id.*)

Mere compliance with the California Building Energy Efficiency Standards (Cal. Code Regs., tit. 24, part 6) ("Title 24") does not constitute an adequate analysis of energy. (*League to Save Lake Tahoe Mountain Area Preservation Foundation v. County of Placer* (2022) 75 Cal.App.5th 63, 165 (*League to Save Lake Tahoe*); *Ukiah Citizens for Safety First v. City of Ukiah* (2016) 248 Cal. App. 4th 256, 264-65; *California Clean Energy Committee v. City of Woodland* (2014) 225 Cal.App.4th 173, 209-13.) Even where an agency has concluded that a project's impacts on energy resources would be less than significant, a lead agency must still analyze implementation of all "renewable energy options that might have been available or appropriate for [a] project." (*League to Save Lake Tahoe, supra*, 75 Cal.App.5th at 166-67.) A lead agency's failure to consider implementation of all feasible renewable energy proposals

raised during the environmental review process constitutes a "prejudicial error." (*Id*. at 168.)

Despite CEQA's requirement to consider all renewable energy options, the 2023 SMND's analysis of alternative energy merely relies on compliance with Title 24. (SMND, pp. 56-57.) Because mere compliance with Title 24 is insufficient to determine that energy impacts are less than significant, the SMND's energy analysis is inadequate and its conclusion that the Project's energy impacts will be less than significant is unsupported.

At a minimum, the City should consider the feasibility of solar PV panels for the Project's operational energy use. The 2023 SMND acknowledges that "the north-south orientation of the proposed Costco building and the flat roof would provide the optimum conditions for the use of passive and future active solar strategies." (2023 SMND, p. 101.) In order to comply with CEQA, feasible solar PV should be considered and required as a mandatory condition of approval for the Project.

CONCLUSION

Because the Project has remaining potentially significant impacts to air quality and energy, the 2023 SMND is improper under CEQA. Instead, SAFER respectfully requests that the City prepare and circulate a subsequent EIR prior to further consideration of the Project.

Sincerely,



Brian B. Flynn
Lozeau Drury LLP

From: Veronica Madrigal
To: David Moe; Jaclyn Lee
Cc: Janessa Gutierrez; Monique Martinez; Reylene Martinez
Subject: FW: Costco development Public Hearing
Date: Thursday, November 30, 2023 5:26:16 PM

Hi David and Jackie,

The City Council received the resident comment below regarding the upcoming Public Hearing on the Costco item. I'm forwarding it for your information.

Thank you.

Veronica Madrigal, Executive Assistant
City of Camarillo | 601 Carmen Drive, Camarillo, CA 93010
(805) 388-5307 | vmadrigal@cityofcamarillo.org

-----Original Message-----
From: Don Cocek <don.cocek@gmail.com>
Sent: Thursday, November 30, 2023 1:02 PM
To: City Council Internet EMAIL Group <council@cityofcamarillo.org>
Subject: Costco development Public Hearing

Council Members:

I am a Camarillo resident who lives in Springville. I oppose the development of a Costco in Camarillo.

We do not need a Costco in Camarillo when there is a Costco in Oxnard just a few minutes away.

Thank you

Don Cocek

City of Camarillo

Public Comments

PUBLIC COMMENTS

Thursday, November 30, 2023 12:56 PM

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Meeting Date	Tuesday, December 5, 2023
Agency	Planning Commission
Item Type	Agenda Item
Item Number or Subject	Costco
Position	Oppose
Comments	Why do we need a Costco in Camarillo when there is one just a few minutes away in Oxnard. I oppose this development.
Upload Additional Information	

IDENTIFICATION

Name	Don Cocek
Address	Camarillo, CA, 93010
Telephone	
Email	
Public Records Acknowledgement	By checking this box, I acknowledge that I understand anything I submit will become part of the public record and be subject to disclosure in accordance with applicable law, including the Public Records Act.

City of Camarillo

Public Comments

PUBLIC COMMENTS

Thursday, November 30, 2023 11:48 PM

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Meeting Date	Tuesday, December 5, 2023
Agency	Planning Commission
Item Type	Agenda Item
Item Number or Subject	Costco and Amara Development
Position	Oppose
Comments	My family and I have spent over 20 years in Camarillo. This year I bought a house on Springville in the hopes of planting my roots even deeper as Camarillo has been a home to me like no other city has. This development across the freeway would be a nightmare towards the desires of every Camarillo resident I know, and I'm sure thousands more. Besides the negative repercussions of worsening the air condition in a peaceful suburb blessed with a beautiful climate, the drastic increase of traffic would be detrimental. So many choose to live here in Camarillo to get away from the traffic of Los Angeles county, and even Santa Barbara county. This development would go against all of those wishes. For as much as the city benefits from tourism, considering our outlets among other commercial retail businesses, we do not need a Costco. Please consider the wishes of the majority of residents who
Upload Additional Information	

IDENTIFICATION

Name	Jacob Simangan

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City of Camarillo

Public Comments

PUBLIC COMMENTS

Friday, December 1, 2023 11:29 AM

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Meeting Date	Tuesday, December 5, 2023
Agency	Planning Commission
Item Type	Agenda Item
Item Number or Subject	Costco
Position	Oppose
Comments	For goodness gracious, this city does not, I repeat does not need more traffic, more noise and another building being built. Please don't allow this to happen. I moved here to get away from building. I'm all for growth but to put something in like a Costco that will cause more noise and more traffic just doesn't make any sense. I know the city needs revenue, but building something like a Costco is ridiculous especially for those who live across the way over in Springville. Please do not allow another shopping center to be built. Thank you for your time and consideration on this matter
Upload Additional Information	

IDENTIFICATION

Name	Ryan Rose
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City of Camarillo

Public Comments

PUBLIC COMMENTS

Sunday, December 3, 2023 09:53 PM

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Meeting Date	Tuesday, December 5, 2023
Agency	Planning Commission
Item Type	Agenda Item
Item Number or Subject	B. Second Subsequent MND 2023-4, CPD-226M(5), and CUP-422, Costco Wholesale
Position	Oppose
Comments	It seems like the VMT values were compared against the 2016 project, when VMT was not tracked, as opposed to being evaluated on its own merits. Which I presume is legally allowed, but does feel like it is trying to bypass the point of making VMT the primary metric of analyzing a project. Regarding EV charging, it seems like if every spot had EV charging, it wouldn't matter if non-EV's parked in the spots with chargers. Removing the EV-only restriction while requiring all new parking spots support charging seems like a better long term solution. If costco insists on installing fueling for ICE vehicles, it I suppose it may make sense to exclude the level 3 DC fast charging and gas pumps, making those slots EV or ICE only respectively. And remove parking minimums so that developers could choose not to build parking spots if installing that many chargers is untenable. (This seems like it may be more of an ordinance update, but it seemed topical as a point someone else brought up)
Upload Additional Information	

IDENTIFICATION

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City of Camarillo

Public Comments

PUBLIC COMMENTS

Monday, December 4, 2023 12:21 PM

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Meeting Date	Tuesday, December 5, 2023
Agency	Planning Commission
Item Type	Agenda Item
Item Number or Subject	Second Subsequent MND 20234, CPD226M(5), and CUP422, Costco Wholesale
Position	Support
Comments	My wife and I fully support the Planning Commission recommendations regarding Costco.
Upload Additional Information	

IDENTIFICATION

Name	Charles Karp
Address	303 Anacapa Island Drive Camarillo, CA, 93012
Telephone	
Email	
Public Records Acknowledgement	By checking this box, I acknowledge that I understand anything I submit will become part of the public record and be subject to disclosure in accordance with applicable law, including the Public Records Act.

City of Camarillo

Public Comments

PUBLIC COMMENTS

Monday, December 4, 2023 12:33 PM

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Meeting Date	Tuesday, December 5, 2023
Agency	Planning Commission
Item Type	Agenda Item
Item Number or Subject	Second Subsequent MND 2023-4, CPD-226M(5), and CUP-422, Costco Wholesale
Position	Oppose
Comments	Dear Planning Commission, I hope this message finds you well. I am writing to express my deep concerns regarding the approval process for a new Costco fuel station within the city of Camarillo. As the owner and operator of a family-owned gas station and convenience store in Camarillo for the past 15 years, I believe it is crucial to bring to your attention the potential adverse impacts this decision may have on my business. I am vehemently opposed to this development. Firstly, I would like to emphasize our commitment to the Camarillo community over the years. Our gas station and convenience store have proudly served the local residents, offering top-quality fuel and convenience products at competitive prices. We have consistently strived to provide outstanding value to our customers while maintaining the highest standards of service. However, due to constraints imposed on our annual volume, we have regrettably had to raise our prices recently to manage our business within the mandated limits. The prospect of having to temporarily shut down our site towards the end of this year to ensure compliance with these volume restrictions is a difficult and concerning scenario for our business and employees.

What is particularly distressing is the seemingly hasty approval of a new Costco fuel station, which, as I understand, is slated to have an excessively large fuel offering. This approval process appears to have occurred without the comprehensive review and consideration that our business, and others like ours, have been subjected to in the past. Furthermore, it is disheartening to note that the new Costco fuel station will be allowed to operate at a volume that is at least twice the capacity of what we are permitted under our cap. This discrepancy in allowed volumes is not only unfair but could prove devastating to our business and the livelihoods of our dedicated employees. This inequity raises significant questions about fairness and the potential impact on local businesses.

I kindly request that the city reevaluate the approval process for the Costco fuel station with a focus on fairness, thorough review, and consideration of the impact on existing businesses like ours. It is essential to maintain a level playing field and ensure that all businesses operate under the same regulatory framework.

Furthermore, it is essential to preserve the character of what makes the City of Camarillo so special. This new development will forever change Camarillo as we know it in a very negative way (noise, traffic, etc).

I appreciate your attention to this matter and your dedication to the well-being of Camarillo's local businesses. I am hopeful that, with your support, we can find a solution that allows all businesses to thrive in our community.

Thank you for your time and consideration.

Sincerely,
Joe Hilu

Upload Additional Information

IDENTIFICATION

Name	Joseph Hilu
Address	522 Las Posas Rd Camarillo, CA
Telephone	(415) 216-8365
Email	joe@hilugroup.com

Public Records Acknowledgement	By checking this box, I acknowledge that I understand anything I submit will become part of the public record and be subject to disclosure in accordance with applicable law, including the Public Records Act.

City of Camarillo

Public Comments

PUBLIC COMMENTS

Monday, December 4, 2023 11:43 AM

NOTICE

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Meeting Date	Tuesday, December 5, 2023
Agency	City Council
Item Type	Agenda Item
Item Number or Subject	Costco and Gas
Position	Support
Comments	I am excited with the prospect of a Costco and Gas station coming to an empty field.
Upload Additional Information	

IDENTIFICATION

Name	Kyle John's
Address	48 Orchard View Camarillo , CA, 93010
Telephone	(805) 405-7265
Email	kylecjohnson14@gmail.com
Public Records Acknowledgement	By checking this box, I acknowledge that I understand anything I submit will become part of the public record and be subject to disclosure in accordance with applicable law, including the Public Records Act.

City of Camarillo

Public Comments

PUBLIC COMMENTS

Tuesday, December 5, 2023 03:54 PM

NOTICE

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Meeting Date	Tuesday, December 5, 2023
Agency	Planning Commission
Item Type	Agenda Item
Item Number or Subject	Costco + Gas at Springville/Ventura Blvd
Position	Oppose
Comments	I am a homeowner in the Springville area of Camarillo. I strongly oppose the building of a Costco + gasoline at the Springville Ventura Blvd corner lot in Camarillo. The proposed site for the new Costco is a major habitat for resident and migrating birds. Hawks reside in the area year round and use this field to prey on squirrels and other rodents. In the late fall I have spotted close to 15 total hawks in or near this field – just today in fact. Red-winged blackbirds migrate to the field in the spring. In addition to hawks and red-winged blackbirds I have seen starlings, doves, swallows, great egrets, crows, great blue herons, an American kestrel, and Canada geese within or in the proximity of this field at different times throughout the year. The area is home to several squirrels and other rodents that serve as food for birds of prey. The site is too close to homes and will interfere with the safety of nearby residents (like myself) who walk, jog, or bicycle on Springville for our daily exercise. It only takes me ~15 minutes to walk to the proposed site from my house, part of my daily walk. The Costco + gas station in Oxnard are in an industrial setting not close to homes. Many of those in Camarillo who support this project do not live close to the site so it will not interfere with their quality of life (e.g., air quality, daily exercise, views of the Santa Monica mountains, etc.). Soon there will be more residences along Springville which will bring more people and cars competing with the thousands of cars that will be going to the Costco, many of which will be idling in line at the gas pumps polluting our air not to mention the gas polluting our soils

(leaks, upgrades, etc.) and most especially the removal of the habitat for birds and mammals that call this field home; all this at a time when California is strongly supporting a future of electric vehicles.
Other issues to consider include the proximity of the site to the airport which is a safety risk. What is going to happen during the yearly air shows when everyone will be parking at the Costco to watch the show? How will they control this and contain the increased traffic (of customers and those parking to watch the show)?
If the city is determined to have a Costco and gas station in Camarillo, why don't they build it in a more industrial setting on the east side of town, a greater distance from the one in Oxnard? The Costco + gas in Oxnard are only ~5 minutes away from the proposed site in Camarillo which logically does not make any sense. As a Costco member myself, I have never had an issue not being able to get gas at the Oxnard location and their warehouse is amply stocked. There is no need for another one so close.
Please do not turn our beautiful Camarillo into a busy metropolis. I left Los Angeles (Brentwood area) to come to a more peaceful city with less traffic near nature and agriculture. We have many options of retail and grocery stores, and gas stations here in Camarillo and many more

Upload Additional Information

IDENTIFICATION

Name

Address

Telephone

Email

Public Records Acknowledgement

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City of Camarillo

Public Comments

PUBLIC COMMENTS

Tuesday, December 5, 2023 03:28 PM

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Meeting Date	Tuesday, December 5, 2023
Agency	Planning Commission
Item Type	Agenda Item
Item Number or Subject	Lack of Costco project EIR
Position	Oppose
Comments	I am a 20+ year resident of Camarillo. I am writing as a resident of Camarillo, but I do have some experience with CEQA projects due to my profession. In general, I support Costco coming to town—Camarillo needs tax dollars to help support our city. HOWEVER, I disagree with the decision of a CatEx per CEQA, thereby not requiring a new EIR for this project. Camarillo city Government is here for the RESIDENTS. Yes, commercial businesses are necessary, but not at the expense to resident health and safety. This project will impact traffic, noise, air quality, and has implications for other impacts given underground gasoline tanks, etc. Other written comments go through the reasons much more eloquently and with more details, but I will highlight my concerns: The project is MUCH different than the previous proposed project which generated the current EIR, especially given the size of the gasoline station: a 30 pump gasoline station is excessive, especially given the number of gasoline stations within 2-3 miles of this location. As others have pointed out: much has changed in Camarillo and Ventura County since the EIR was created for this project—more housing in Camarillo and Oxnard, much more vehicular traffic on Highway 101, and more aircraft traffic. Today this has caused significant impacts to traffic as well as noise and air pollution—even

before the Costco project has been built! Indeed, my preteen children, 10 years ago, dubbed the 101 in Camarillo as Jam-arillo for the constant stop and go traffic. It will worsen with a Costco warehouse and 30 gasoline pumps.
Don't think so? The only way to tell is to complete an EIR.

The city needs to also think about the neighborhoods and workplaces near this project and Highway 101—will certain populations be disproportionately affected by the project and the subsequent increase in traffic and particulate pollution? This needs to be considered as well. I disagree with the traffic study and the significant drop in estimated vehicle trips: which route will most of those vehicles take? They will drive Highway 101, or the dangerous 10mph turn at the Springville ramp. If there are 16,000 car trips to the Costco stores in Oxnard, Simi Valley, and Westlake Village, the vehicle routes are in different directions. If all those individuals shop in the Camarillo Costco, they all drive through the same area to get there.

A perusal of the CEQAnet database shows that other nearby commercial projects had EIRs, why not this one? The Camarillo Factory Outlets; the outlet addition Camarillo Promenade; the hotel and conference center being constructed right now; Village at the Park; even the small Dizdar Park project.

Again, the City of Camarillo is here to serve the residents. For this reason, the planning commission needs to consider cumulative impacts of all projects and population growth in the 16 years since the original EIR was approved.

Finally, I also worry if the city chooses to claim this project is exempt, then Camarillo will be sued for this action. As a resident, I would rather have my tax dollars go to something beneficial such as road repair, and not defense of an action which likely the majority of residents would disagree with, if they understand the EIR process.

Upload Additional Information

IDENTIFICATION

Name Colleen Delaney

Address 225 Barcelona Street
Camarillo, CA, 93010

Telephone (805) 233-2110

Email cdelaneyrivera@gmail.com

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City of Camarillo

Public Comments

PUBLIC COMMENTS

Tuesday, December 5, 2023 02:57 PM

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Meeting Date	Tuesday, December 5, 2023
Agency	Planning Commission
Item Type	Agenda Item
Item Number or Subject	Costco Project
Position	Oppose
Comments	Until an Environmental Impact Assessment of Costco Stire is conducted, I oppose the project moving forward. What is the impact on agriculture, natural areas, traffic, adequate roadways and surface water runoff? Will the project out increasing demand for expansion of the Camarillo airport?
Upload Additional Information	

IDENTIFICATION

Name	David Gilbertson
Address	3318 Gazebo Ln. Camarillo , CA, 93012
Telephone	(425) 314-0103
Email	dbgilly2@gmail.com

Public Records Acknowledgement	By checking this box, I acknowledge that I understand anything I submit will become part of the public record and be subject to disclosure in accordance with applicable law, including the Public Records Act.

City of Camarillo

Public Comments

PUBLIC COMMENTS

Tuesday, December 5, 2023 09:52 AM

NOTICE

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Meeting Date	Tuesday, December 5, 2023
Agency	Planning Commission
Item Type	Agenda Item
Item Number or Subject	B
Position	Oppose
Comments	I strongly believe that the scale and nature of this development necessitate a comprehensive Independent Environmental Impact Report to thoroughly assess potential environmental impacts. The Second Subsequent MND does not seem sufficient to assess the cumulative environmental impact since 2007 to 2023 given there have been new housing developments near the Costco project site and the airport expansion, both which will also increase traffic, impact to soil, air, water, wildlife, existing businesses, etc. We already have several gas stations within a 2 mile radius from the Costco project site. The addition of a Mega Gas Station is
Upload Additional Information	

IDENTIFICATION

Name	Nomi Park
Address	651 Silver Sage Ct Camarillo, CA, 93010
Telephone	(805) 721-6101
Email	nomipark@outlook.com

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By checking this box, I acknowledge that I understand anything I submit will become part of the public record and be subject to disclosure in accordance with applicable law, including the Public Records Act.

Ventura County
Air Pollution
Control District

4567 Telephone Rd
Ventura, California 93003

tel 805/303-4005
fax 805/456-7797
www.vcapcd.org

Ali Reza Ghasemi, PE
Air Pollution Control Officer

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: Jaclyn Lee, City of Camarillo DATE: December 4, 2023

FROM: Nicole Collazo, Air Quality Specialist, VCAPCD Planning Division NC

SUBJECT: Notice of Intent to Adopt Second Subsequent Mitigated Negative Declaration for the Camarillo Costco Wholesale Project (RMA 23-022)

Ventura County Air Pollution Control District (APCD) staff has reviewed the subject Second Subsequent Mitigated Negative Declaration (SSMND) for the project referenced above, which analyzed the environmental impacts of a project to request a major modification to Commercial Planned Development Permit (CPD-226M(5)) to modify the previously approved development plans and develop approximately 20 acres into a 163,177-square-foot retail warehouse and 32-pump freestanding fuel facility located between U.S. 101 and Ventura Boulevard, west of Camarillo Town Center West (Home Depot) and east of Springville Drive in the Commercial Planned Development (CPD) Zone (APN: 230- 0-020-250). The Lead Agency is the City of Camarillo.

APCD has the following comments regarding the project's SSMND.

Item 1- The SSMND states on Page 11 that the "stacking" area for the vehicle queuing at the proposed gas station would allow for up to 42 vehicles to queue. However, the SSMND's Figure 9 states this stacking area would allow up to 33 vehicles. Please clarify this discrepancy. Also, it is not clear which value was used to quantify the project's operational mobile emissions.

Item 2- Page 14. The proposed total amount of EV parking stalls is approximately 20%, 46 stalls equipped with EV infrastructure at first operation and 135 for future use. The 135 future-EV-use stalls should have an implementation plan of when they will be phased in with concrete timelines. No additional information was located on this phased in approach.

Item 3- Please modify Mitigation Measure AQ-2 to include a requirement that all off-road construction diesel equipment shall be rated at a minimum of Tier 3 and include Tier 4. MM AQ-2 as-is is difficult to quantify the emission reduction from proposed mitigation, however, equipping all off-road construction diesel equipment to Tier 3 can reduce NOx emissions by up to 85% and can be quantified in the air emissions model CalEEMod.

Item 4- Table B-6 in Appendix B has a maximum operational mobile emission for Phase 1 of 23 lbs./day ROC and 23.8 lbs./day of NOx (PDF Page 146 of 169). However, Table 2 in the SSMND on Page 34 has a maximum mobile operational emission concentration of 25.4 lbs./day ROC and

26.5 lbs./day NOx. Please clarify this discrepancy. Note- the emissions for Phase 2, regional shopping center, match in both Table B-6 and Table 2.

Item 5- Please modify MM AQ-1 to include a requirement to post the APCD 24-Hr Complaint Hotline number in a sign visible to the public on each construction perimeter fence to ensure construction operations are in compliance with APCD Rule, 51, *Nuisance*, for odors, dust, etc. The 24-hr complaint hotline phone number is 805-303-3700.

Item 6- It appears the CalEEMod air emissions model included area source emissions for estimated use of landscape equipment during its operational phase. As part of MM AQ-3, landscape equipment should be electrically powered, thus should not have been included in the modeling. The SSMND states that operational air quality impacts would be reduced to Less than Significant Levels only with implementation of MM AQ-3 and AQ-4 (SSMND, Page 31).

Item 7- APCD recommends all feasible on-site mitigation be proposed prior to contributing to an off-site mitigation fund program (Air Quality Assessment Guidelines, AQAG, Page 7-15). Please consider additional on-site mitigation, with an emphasis on reducing proposed mobile emissions, such as:

- an employee rideshare incentive program,
- shuttles/vanpool service to transit/multi-modal center,
- employee bicycle racks and lockers ,
- compressed work schedules,
- hiring locally,
- lunch/shopping shuttle service,
- on-site lunches,
- incentivizing employee electric/hybrid vehicle ownership,
- reducing number of fuel pumps or staging area capacity,
- phasing out diesel delivery trucks to ZE or NZE heavy duty trucks,
- increasing proposed EV parking stall beyond what is already being proposed (20%),
- and other measures contained in Table 7-2 of the AQAG

Other non-mobile mitigation measures can include adding solar panels to power the building and ultra-low to zero-VOC paints for building maintenance. Note- since most project emissions are generated from mobile sources, reducing emissions from energy or area emissions may be negligible and not enough to bring emissions down to Less than Significant levels.

As a reminder, the below list are the criteria for off-site mitigation fund programs outlined in our AQAG.

1. The lead agency should determine the basis for collection and how the funds are to be spent. The funds should be spent or committed to a mitigation project within five years of receipt of the funds.

2. Funds should be used for mitigation projects or programs in areas that are either directly or indirectly impacted by the development project and are within Ventura County. Ridesharing

arrangements or public transit services that originate outside the area but serve the area directly or indirectly impacted by the development project are also eligible uses of the funds.

3. The lead agency should establish an off-site TDM fund to receive and hold the funds until the funds are spent on an approved mitigation project or program.

4. Funds should not be used for traffic engineering projects, including signal synchronization, intersection improvements, and channelization, as these projects are related to improving traffic congestion and not air quality.

5. Any on-site or off-site TDM facilities provided by a development project to mitigate its emissions before determining the funding should not be credited toward the funds paid by the development project as a mitigation measure. Doing so would be taking credit for the mitigation twice.

6. A development project that is to be developed in phases should calculate the pro-rata share of funding from each phase of development based on emissions for the year of complete buildout. Such pro-rata share of funding should be paid in one lump sum or spread out evenly over three years in order to minimize the initial cost and provide a stable funding source.

7. The lead agency should report annually to its respective governing board on collection, expenditure, and use of collected funds.

8. The calculation and use of funding to a mobile source emission reduction fund must be in accordance with all applicable statutory requirements.

Thank you for the opportunity to comment on the project's SSMND. If you have any questions, you may contact me at nicole@vcapcd.org.

COUNTY of VENTURA
RESOURCE MANAGEMENT AGENCY
CHARLES R. GENKEL
Environmental Health Director

November 15, 2023

City of Camarillo
Department of Community Development
601 Carmen Drive
Camarillo, CA 93010
ATTN: Jaclyn Lee, Planning Manager

Costco Wholesale, Environmental Document Review – Notice of Intent to Adopt a Mitigated Negative Declaration, (RMA REF #23-022)

Ventura County Environmental Health Division (Division) staff reviewed the information submitted for the subject project.

Proposed project includes:

- A 163,397-square foot retail warehouse with bulk grocery food sales, pharmacy, indoor food court, photo center, and an automotive tire shop;
- Free-standing fuel facility.

The Division provided the following comments:

1. The proposed project includes the construction of a retail food facility with an indoor food court. Food facilities are subject to plan review and permitting by this Division. The applicant/ food facility operator must submit plans to the Ventura County Environmental Health Division, Community Services Section and obtain plan approval prior to beginning any construction or operation of the retail food facilities.

https://vcrma.org/en/consumer-food-protection

2. The proposed project includes the construction of a free-standing fuel station that will handle, store, or transport hazardous materials and may generate hazardous waste. Hazardous materials and/or hazardous waste at or above the reportable threshold must be reported to this Division's Certified Unified Program Agency (CUPA). Contact CUPA for reporting and/or permitting requirements.

HALL OF ADMINISTRATION #1730
805-654-2813 • FAX 805-654-2480 • 800 South Victoria Avenue, Ventura, CA 93009 • vcrma.org

https://vcrma.org/en/cupa

3. The proposed project included the construction of a free-standing fuel station with Underground Storage Tanks (UST). The Permittee shall obtain approval from the Ventura County Environmental Health Division/CUPA for UST installation, removal, modification, or repair. Businesses operating USTs must apply annually for a UST operating permit; annual submittal into the California Environmental Reporting System (CERS) satisfies the requirement to submit a UST permit application.

https://vcrma.org/underground-storage-tank-program.

4. The proposed project includes a pharmacy and optical center. All medical waste generators are required to register with Ventura County Environmental Health Division (EHD). Medical waste includes bio-hazardous waste, pathology waste, chemotherapy waste, sharps waste, or pharmaceutical waste.

https://vcrma.org/en/medical-waste-program

If you have any questions, please contact me at (805) 654-2830 or Roxy.Cabral@ventura.org.

Roxy Cabral, R.E.H.S.
Land Use Section
Environmental Health Division

Please see comments from Yunsheng Su, Watershed Jurisdictional Drainage review:

APPLICATION COMPLETENESS:

COMPLETE – for our area of concern

ENVIRONMENTAL IMPACT ANALYSIS:

Item 31a. Flood Control Facilities/Watercourses – Flood Control Facilities / Watercourses – Ventura County Public Works Agency, Watershed Protection is deemed to be **Less Than Significant (LS).**

The proposed Project is situated about 500 feet from Camarillo Hills Drain, which is a WP jurisdictional redline channel. No direct connections to this WP channel or activities within WP's easement appear to be proposed or indicated on the applicant's submitted materials.

This proposed project would result in an increase of impervious area within the subject property. It is understood that impacts from the proposed increase in impervious area and stormwater drainage design within the project site will be required to be mitigated to less than significant under the conditions imposed by the City of Camarillo. The mitigation requires that runoff from the proposed project site be released at no greater than the existing flow rate and in such manner as to not cause an adverse impact downstream in peak discharge, velocity, or duration.

WP staff determines that the proposed project design with the conditions mentioned above mitigates the direct and indirect project-specific and cumulative impacts to flood control facilities and watercourses. Therefore, the environmental impact is less than significant (LS) on redline channels under the jurisdiction of the Ventura County Public Works Agency - Watershed Protection.

WATERSHED PROTECTION COMMENTS:
None

WATERSHED PROTECTION CONDITIONS:
None

Sonnette S. Aquino
Supervising, Support Specialist
Watershed Planning & Permits Division

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