



City of Camarillo

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November 20, 2019

Ms. Erin Powers
Department of Airports, County of Ventura
555 Airport Way, Suite B
Camarillo, CA 93010

(Sent via email and hand delivered)

RE: City of Camarillo Comments on Draft Mitigated Negative Declaration for Proposed Cloud Nine Hangar Development at the Camarillo Airport

Ms. Powers:

The City has received a Notice of Availability and Intent to Adopt a Mitigated Negative Declaration for the proposed Cloud Nine hangar development, located on the northeast quadrant of the Camarillo Airport and provides the following comments:

1. An Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use ("Agreement") was entered into in October of 1976 (attached). Specifically, the Agreement includes Exhibit B – Camarillo Airport Restrictions ("Airport Restrictions"), which state:
 1. The airport shall be operated for general aviation purposes only. General aviation is defined in Attachment 1, affixed hereto and incorporated herein.
 2. The airport operating hours will be from 7:00 a.m. to 10:00 p.m.
 3. The useable runway length shall not exceed 6,000 feet and shall be the most westerly 6,000 feet of the existing runway.
 4. An aircraft weight limitation of 115,000 lbs. (twin wheel) shall be in effect.
 5. The airport VFR traffic pattern shall be to the south of the airfield as designated on Attachment 2, affixed hereto and incorporated herein.
 6. Airport development shall be guided to ensure that residential areas are not exposed to noise levels greater than 60 CNEL average noise and 90 dBA single event noise.

The IS/MND fails to acknowledge the Agreement and the aforementioned Airport Restrictions contained in Exhibit B of the Agreement as applicable land use policies/regulations the project must comply or be conditioned to comply with. The

IS/MND ignores the restrictions placed on the operation of the Airport, especially the aircraft weight limit of 115,000 lbs and runway location/length limit of the most westerly 6,000 feet. Tables B1 and B2 of the IS/MND disclose the various types of aircraft that will potentially use the proposed hangars and the numbers of operations annually (3,850 operations annually). The IS/MND indicates that the project may facilitate the operation of Boeing Business Jets, which could weigh up to 171,500 lbs., which is in violation of the Agreement. Even if this aircraft will not be operated at the maximum weight, it does not answer what the standard weight of such aircraft, or in other words, how can such aircraft operate without exceeding the weight limitation in the Agreement. The IS/MND does not address any safeguards or mitigation measures to ensure the maximum weight limit established in the Agreement is not exceeded.

The IS/MND also completely fails to acknowledge that the Agreement created the Camarillo Airport Authority (“Authority”) specifically so that the County of Ventura and City of Camarillo could jointly review and oversee all airport development and surrounding land use planning. As such, it similarly fails to acknowledge that the Agreement clearly requires that this proposed Airport land use project and its environmental document be submitted to and brought before the Authority for a recommendation first, before the Ventura County Board of Supervisors considers granting its approval of the project. (Agreement, Sections 3 and 4.) Indeed, the Agreement requires the Ventura County Board of Supervisors to give full consideration to all Authority recommendations and precludes the Supervisors from taking any action inconsistent with the Authority’s recommendations unless by at least a four-fifths vote. (Agreement, Section 9.)

At a minimum, the MND should be revised to:

- Acknowledge the existence and important role of the Authority and ensure the Project and the IS/MND are submitted to the Authority first, as required by the Agreement, so the Authority can provide recommendations to the Ventura County Board of Supervisors regarding the adequacy of the MND and on whether to approve the project; and
 - Acknowledge the proposed project’s potential conflict with the Agreement’s Airport Restrictions as a potentially significant land use impact and develop concrete mitigation measures to impose on the Project to ensure compliance therewith, including but not limited to measures to ensure no aircraft above the 115,000 lbs limit and that only the westerly 6,000 feet of the runway will be used and ensure those measures are monitored and enforced by the County going forward.
2. The Project Description on Page A-4 states, “The proposed hangars would be accessed by a ramp (also called an apron) on the south side of the hangars... The proposed aircraft ramp would be 84,000 sf (782.7 feet wide by 120 feet deep) to be located between the new hangars and existing taxiway pavement. This depth can

accommodate an aircraft such as the Boeing Business Jet 737-800 or a Gulfstream G650, 2 two of the largest types of aircraft that are anticipated to use the airport. Based on the geotechnical report, the recommended taxilane pavement design could consist of six inches of asphalt, over five inches of stabilized base, over 10 inches of crushed aggregate base.”

The design of the taxilane pavement is over-engineered to accommodate large aircraft exceeding the weight limitation of 115,000 lbs., in violation of the Agreement’s Airport Restrictions.

3. The IS/MND does not use the standard CEQA Initial Study Checklist from Appendix G of the CEQA Guidelines, but rather, appears to use a different checklist and thresholds of significance developed by Ventura County. Based on the above comments and on our review it appears the IS/MND does not satisfy CEQA requirements and includes fairly cursory analyses and/or inadequate or improperly deferred mitigation of several potentially significant impact areas that may not have substantial evidence to support the ultimate conclusions, specifically in addressing the potentially significant adverse impacts associated with the following:
 - Air Quality
 - GHG emissions
 - Biological Resources
 - Noise/Vibration
4. The Mitigation, Monitoring, and Reporting Program does not adequately address how potential impacts to land use, air quality, GHG emissions, and noise/vibration will be mitigated as there are no analyses or mitigation measures proposed to ensure the project’s compliance with the Airport Restrictions set forth in the Agreement which were instituted to address environmental and land use concerns. The IS/MND acknowledges that the project may facilitate the operation of Boeing Business Jets, which could weigh up to 171,500 lbs., which is in violation of the Agreement. The IS/MND must be revised to identify and require mitigation measures to ensure the proposed project’s compliance with the Agreement’s Airport Restrictions and that monitoring efforts will ensure that operation of the project similarly complies with all Airport Restrictions going forward.
5. The IS/MND fails to discuss or analyze potential land use impacts associated with the fact that the project site is located within the City’s Heritage Zone, as specified in the Camarillo General Plan Community Design Element. Section 10.2.5 of the Community Design Element states, “Development located within the Heritage Zone must utilize architectural styles that would be appropriate within the Heritage Zone such as Mission, Monterey, Early California, Spanish, Mediterranean, or modern interpretations of these styles. The most important aspect of the Heritage Zone is the type of materials, their colors and textures and the scale of the architectural elements within the building design.” In addition, section 10.4.3 Commercial Design Guidelines – Form and Massing part a. states, “Commercial projects located within the Heritage Zone should apply Spanish-style architecture and include the use of

natural materials.” In order to fully comply with the Heritage Zone requirements of the Camarillo General Plan, the City requests a landscape trellis be incorporated into the project design along Las Posas Road.

6. The IS/MND needs to be revised to indicate that an encroachment permit is required to be obtained from the City of Camarillo for all work located within the public right-of-way on Las Posas Road.
7. Based on the Agreement, the City’s role on the Authority and the other City permits required for the proposed project, the City is a Responsible Agency for purposes of this project’s CEQA review and compliance.
8. Transportation and Circulation, Section b. Pedestrian/Bicycle – The existing language, “Existing bicycle and pedestrian traffic on Las Posas Road will be accommodated by the project’s right-turn in/right-turn out only driveway connection,” infers that bicycle traffic will be forced to merge with the right-turn driveway traffic, which is a potentially significant safety impact. The IS/MND must be revised to acknowledge and develop mitigation measures to avoid potential impacts. Suggest incorporating mitigation measures and rewording to “Pedestrian traffic on Las Posas Road will be accommodated by a new sidewalk. Bicycle traffic on Las Posas Road will be accommodated by restriping the existing Class II bicycle lane. The design will be subject to City traffic engineer approval.”
9. Flood Control Facilities/Watercourses, Section a. Watercourses – VCWPD Facilities – Suggest deleting: “The post-development runoff flows will be the same as the pre-development levels.” The sentence prior to this in the IS/MND explains how the project is mitigating the excess runoff caused by the increase in impervious area. Further review is needed on how the runoff is handled in the interim and future widening of Las Posas Road. The stormwater detention feature should be sized to accommodate runoff from the ‘interim’ and ‘future’ widening of Las Posas as noted in the email to Dan Bianco on June 21, 2019.
10. Page A-7 Construction Activity – The document states that there will be a net export of 6,744 cubic yards. To where will the dirt be exported? If the dirt will be delivered to a site within the City of Camarillo limits, then, the receiving site must have a valid City of Camarillo Grading Permit. If the export is being hauled to a site outside of the City limits, but is using streets within the City limits, then a haul permit from the City of Camarillo is required. Further, the IS/MND is unclear whether the IS/MND determined the number of diesel haul trucks and routes that will be needed/used for the anticipated soil import/export activities and included those trips in the impact analyses for air quality, GHG emissions, noise/vibration and traffic/transportation.
11. Page B-51 Water Supply, section a. Quality Impact Analysis – Insert/add at the end of the No Impact paragraph, “If the engineering plans are approved by the City of Camarillo and connection fees have been paid to the City of Camarillo, the City of Camarillo will issue a ‘will-serve’ letter.”

12. Page B-53 Waste Treatment and Disposal Facilities, section b. Sewage Collection/Treatment Facilities Impact Analysis – In the No Impact paragraphs, revise “City” to read “Camarillo Sanitary District” in all places. In the first paragraph after the first sentence, insert “The sewer service connection is consistent with a LAFCO approved Out-of-District Sewer Agreement No. 2017-3.”

In the second paragraph, revise the last sentence of the second paragraph to read, “Once the engineered plans are approved by the City of Camarillo/Camarillo Sanitary District, application for Camarillo Sanitary District sewer service permit will be submitted. Camarillo Sanitary District will issue a ‘will-serve’ letter if the engineering plans are approved by the City of Camarillo/Camarillo Sanitary District and connection fees have been paid to the Camarillo Sanitary District.”

13. The Water Supply and Waste Treatment and Disposal Facilities sections should reference the prior studies and analysis conducted in the Final Mitigated Negative Declaration and Initial Study for the Proposed Northeast Hangar Development, approved and adopted by the County of Ventura Board of Supervisors on September 27, 2016.

In conclusion, based on the comments provided above, the IS/MND is inadequate and fails to fully discuss and mitigate all of the proposed project’s potentially significant environmental impacts and should be revised and recirculated to address the issues noted herein.

If you have any questions, please feel free to contact Joseph R. Vacca, Director of Community Development at jvacca@cityofcamarillo.org or by phone at (805)388-5362. Alternatively, you may contact Jaclyn Lee, Principal Planner at jlee@cityofcamarillo.org, or by phone at (805) 383-5616.

Sincerely,



Dave Norman

Attachments: Agreement Between County of Ventura and City of Camarillo Pertaining to Camarillo Airport Development and Surrounding Land Use

cc: Naftalia Tucker, Assistant Director of Public Works/City Engineer, City of Camarillo
Dave Klotzle, Director, Public Works, City of Camarillo
Joe Vacca, Director, Community Development, City of Camarillo
David Moe, Assistant Director, Community Development, City of Camarillo
Ken Matsuoka, Principal Civil Engineer, City of Camarillo
Jaclyn Lee, Principal Planner, City of Camarillo
Jason Samonte, Traffic Engineer, City of Camarillo
Troy Spayd, Senior Civil Engineer, City of Camarillo
Andrew Grubb, Senior Civil Engineer, City of Camarillo
Brian Pierik, City Attorney

AGREEMENT BETWEEN COUNTY OF VENTURA AND CITY OF
CAMARILLO PERTAINING TO CAMARILLO AIRPORT DEVELOP-
MENT AND SURROUNDING LAND USE

THIS AGREEMENT is entered into by and between the COUNTY OF VENTURA (hereinafter "COUNTY") and the CITY OF CAMARILLO (hereinafter "CITY") and shall become binding and effective upon the date of the last signature hereupon. The parties make the following recitals:

A. COUNTY has been granted possession of the major portion of the former Oxnard Air Force Base under lease from the Federal Government for use as a public airport facility (which facility is hereinafter referred to as the "Camarillo Airport").

B. COUNTY and CITY anticipate that fee title to the Camarillo Airport will be transferred from the Federal Government to COUNTY in the near future in accordance with COUNTY'S application therefor.

C. COUNTY'S application for transfer of Camarillo Airport calls for the establishment of a joint powers body representing COUNTY and CITY to oversee airport development.

D. Most of the Camarillo Airport and much of the land surrounding the airport is located within CITY.

E. COUNTY and CITY desire to achieve maximum mutual cooperation in the development of Camarillo Airport and to maintain a balanced perspective in fulfilling COUNTY aviation requirements within a framework of continuing community sensitivity.

10/13/76

F. COUNTY and CITY objectives will be realized by a joint exercise of powers by and between COUNTY and CITY to form a joint review body to oversee airport development and surrounding land use planning.

Based upon the foregoing recitals, the parties do hereby agree as follows:

1. COUNTY and CITY do hereby jointly exercise their powers and create the Camarillo Airport Authority (hereinafter "Authority").

2. The Authority shall be composed of two members of the Ventura County Board of Supervisors, which members shall be selected by the Board of Supervisors; two members of the Camarillo City Council, which members shall be selected by the City Council; and a fifth member to be selected by a majority of the other four members.

3. The Ventura County Board of Supervisors shall not give formal approval or otherwise act upon any matter brought before it pertaining to development, operation or any other matter at the Camarillo Airport until the matter shall have first been submitted to the Authority and a recommendation received therefrom.

4. The Camarillo City Council and the Ventura County Board of Supervisors shall not grant any approval or take any other action in respect to any land use matter within the Camarillo Airport Zone until the matter shall have first been submitted to the Authority and a recommendation received therefrom. "Any land use matter within the Camarillo Airport Zone" shall mean actions relating to zoning, master or general planning, use permits and all other exercises

of the police power which regulate the development of the area designated in Exhibit A, attached hereto and incorporated herein by this reference.

5. COUNTY shall operate the Camarillo Airport in a manner consistent with the restrictions specified in Exhibit B, attached hereto and incorporated herein by this reference. The restrictions shall not be modified, except in emergencies, until the proposed modification shall have first been submitted to the Authority and a recommendation received therefrom.

6. COUNTY and CITY shall exercise their police powers so as to maintain the compatibility of the land within the Camarillo Airport Zone with aviation use and shall not allow uses inconsistent therewith.

7. The Authority shall act expeditiously and avoid unreasonable delays in formulating recommendations for the Ventura County Board of Supervisors and the Camarillo City Council. Any matter submitted to the Authority shall be deemed to have been approved following the expiration of sixty (60) days following submission unless a majority of the members of the Authority shall have denied or taken other action on a matter submitted to it.

8. Notwithstanding the provisions of paragraphs 3 and 4, the Camarillo City Council and the Ventura County Board of Supervisors may act on any matter prior to (1) receiving a recommendation from the Authority or (2) the expiration of sixty (60) days, whichever occurs first, to the extent that such action may be required by law. In the event of a requirement for early action on any matter to be submitted to the Authority, such matter shall be submitted to the Authority at the earliest possible date and the Authority shall be given notice of the date by which action must be taken.

9. The Ventura County Board of Supervisors and the Camarillo City Council shall each give full consideration to all recommendations of the Authority and shall not take any action inconsistent therewith unless by at least a four-fifths vote.

10. The Authority shall hold monthly meetings at a time chosen by members of the Authority. Special meetings may be called by the chairman, vice chairman or any three members. The Authority shall promulgate and adopt rules for the orderly conduct of its meetings and affairs.

11. The Authority shall elect from its members a chairman and vice chairman to serve for one year. Elections shall be held in January.

12. COUNTY shall, without cost to CITY, provide staff and secretarial support to the Authority, which said support shall include the taking of minutes at all Authority meetings, the preparation and distribution of agendas for Authority meetings and coordination of Authority business with CITY staff.

13. All additional expenditures which are recommended by Authority shall be paid by COUNTY subject to COUNTY'S prior approval. The provisions of paragraph nine, pertaining to the four-fifths vote requirement, shall not apply to funding approvals. In the event COUNTY fails to approve any proposed expenditure, the expenditure shall not be incurred unless and until the manner of payment is mutually agreed upon between the parties hereto.

14. The debts, liabilities and obligations of the Authority shall be solely the debts, liabilities and obligations of the Authority and neither the CITY nor the COUNTY shall be liable therefor.

15. The term of this agreement shall be for perpetuity; provided, however, that if COUNTY is precluded from operating the Camarillo Airport for public airport purposes, then this agreement shall be of no further force or effect.

16. This agreement may be modified at any time by mutual agreement of the parties.

COUNTY OF VENTURA

By *Robert L. Hamm*
Chairman, Board of Supervisors

ATTEST:

ROBERT L. HAMM, County Clerk,
County of Ventura, State of Cali-
fornia, and ex officio Clerk of the
Board of Supervisors thereof.



By *Jay Shinn*
Deputy Clerk

CITY OF CAMARILLO

By *Robert H. Quinn*
Mayor

ATTEST:

By *Kan Kelly*
City Clerk

EXHIBIT A

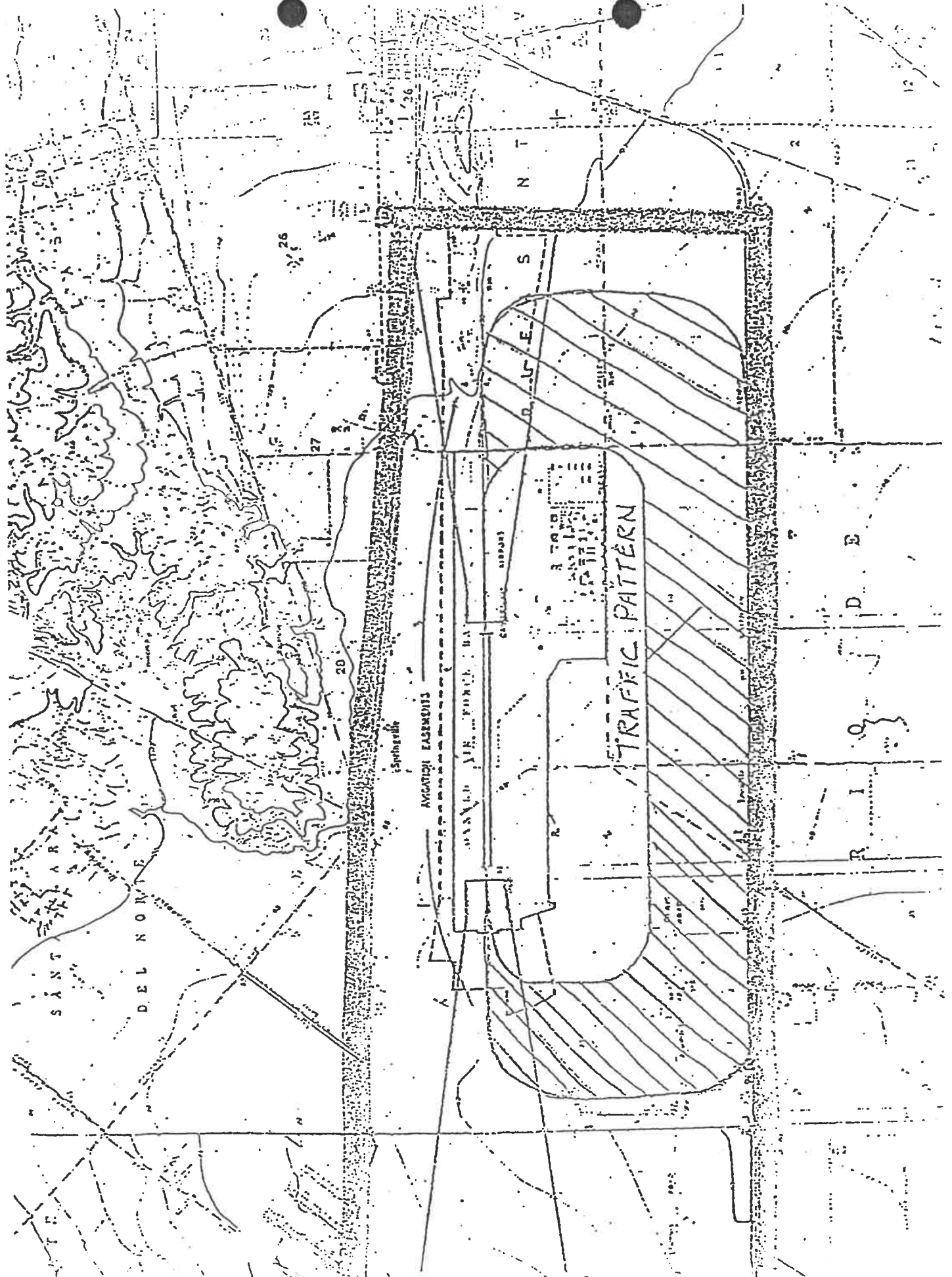
The "Camarillo Airport Zone" shall consist of the area bounded by the following:

Highway 34 to the south; the southerly extension of Carmen Drive to the east; Highway 101 to the north; the western boundary of the Camarillo sphere of interest, as designated on the 1974 Camarillo General Plan, to the west.

EXHIBIT B

CAMARILLO AIRPORT RESTRICTIONS

1. The airport shall be operated for general aviation purposes only. General aviation is defined in Attachment 1, affixed hereto and incorporated herein.
2. The airport operating hours will be from 7:00 AM to 10:00 PM.
3. The usable runway length shall not exceed 6,000 feet and shall be the most westerly 6,000 feet of the existing runway.
4. An aircraft weight limitation of 115,000 lbs. (twin wheel) shall be in effect.
5. The airport VFR traffic pattern shall be to the south of the airfield as designated on Attachment 2, affixed hereto and incorporated herein.
6. Airport development shall be guided to ensure that residential areas are not exposed to noise levels greater than 60 CNEL average noise and 90 dBA single event noise.



ATTACHMENT 1

GENERAL AVIATION

General aviation includes all business and commercial, training, personal transportation, proficiency, and sport flying not classified as air carrier. General aviation includes air taxi or charter for revenue on a non-schedule basis (interstate limited to 30 passengers, 7,500 lbs. cargo), and intrastate freight carriers and interstate freight carriers which operate through exclusive long-term contracts (non-common carriers).

Excluded from general aviation are all air carrier operations. Air carrier operations consist of operations which are certificated by the CAB or the PUC and comprise the following:

- (a) CAB Certificate of Convenience & Necessity covers all interstate common carriers (services offered to public at large) on a regular schedule and route. CAB also certifies interstate air taxi and charter aircraft with more than 30 seats which operate for revenue on a non-scheduled basis. CAB certifies all interstate common carrier freight airlines also, including air taxi over 7,500 pounds of cargo carried.
- (b) PUC certifies all air carrier (people) of any size which operate on a regularly scheduled basis over scheduled routes for revenue. This includes third level carriers such as Golden West. PUC does not certify intrastate freight air carriers.

AMENDMENT #1

"AGREEMENT BETWEEN COUNTY OF VENTURA AND
CITY OF CAMARILLO PERTAINING TO CAMARILLO
AIRPORT DEVELOPMENT AND SURROUNDING LAND USE"

1. WHEREAS, the County of Ventura and the City of Camarillo, in October of 1976, entered into a joint powers agreement pertaining to Airport Development and Surrounding Land Use; and
2. WHEREAS, said agreement provides for the formation of the Oxnard Airport Authority and selection of members thereof; and
3. WHEREAS, the Authority now wishes to amend the "Agreement" to allow alternate members to be appointed and vested with certain voting authority;
4. NOW, THEREFORE, it is hereby resolved that the "AGREEMENT BETWEEN COUNTY OF VENTURA AND CITY OF CAMARILLO PERTAINING TO CAMARILLO AIRPORT DEVELOPMENT AND SURROUNDING LAND USE" be amended as follows:

pg 2 para 2 "Composition of Authority"

Add: "Members of the Board of Supervisors may be selected by the Board of Supervisors as alternates, and members of the City Council may be selected by the City Council as alternates". An alternate to the fifth member (public member) may be selected by a majority vote of the other four Authority members. "Such designated alternate(s) may be a voting participant(s) at an Authority meeting at such time as the regular member(s) representing his/her jurisdiction is not in attendance".