NOTICE OF PREPARATION

To: Interested Agencies and Organizations
(Refer to Attached Distribution List)

Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:

Agency Name: City of Oxnard
214 South C Street
City/State/Zip: Oxnard, California 93030
Contact: Mr. Jay Dobrowalski
Phone: 805.385.3948

Consulting Firm:

Firm Name: RRM Design Group
Street Address: 32332 Camino Capistrano, Suite 205
City/State/Zip: San Juan Capistrano, CA 92675
Contact: Diane Bathgate, AICP, CNU-A
Phone: 949.361.7950

The **CITY OF OXNARD** will be the Lead Agency and will prepare an Environmental Impact Report for the project identified below. A Mitigated Negative Declaration (MND) was previously prepared for this same project and circulated with a 30-day public review period that concluded on January 14, 2019. The City of Oxnard received over 200 comment letters on the MND from agencies, organizations, and interested parties, and in response to the areas of controversy identified in those letters, the City has elected to prepare an EIR.

We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached Project Information Packet. A copy of the Initial Study Checklist is not attached. The NOP and Project Information Packet are also available on the City of Oxnard Environmental Documents website:
https://www.oxnard.org/city-department/community-development/planning/environmental-documents/

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but ***not later than 30 days*** after receipt of this notice (***comment period June 25, 2020 to July 24, 2020***). All comments should be provided in writing and received before 5:00 p.m. on the last day of the review period. Inquiries should be directed to Jay Dobrowalski, Senior Planner, at (805) 385- 3948 or jay.dobrowalski@oxnard.org and written comments may be mailed or faxed (805) 385-7417 to the City of Oxnard, Planning Division, 214 South C Street, Oxnard, CA 93030.

Please send your response to **Jay Dobrowalski, Senior Planner** at the address shown above. Please provide the name for a contact person in your agency.

Project Title: Port Hueneme – Temporary Outdoor Vehicle Storage Facility

Project Location: City of Oxnard (City (nearest)) Ventura (County)

Project Description: (brief)

A request for a Special Use Permit to allow for temporary vehicle storage of new vehicles for a maximum of five years on two existing vacant lots that total approximately 33.7 acres. Proposed development includes a 240 square foot guard house, portable restroom, perimeter site lighting with 6-foot fencing for security purposes, landscaping, drainage improvements, and grading for a vehicle parking area on one to two inches of gravel. Proposed outdoor vehicle storage includes 4,944 vehicle spaces. Upon expiration of the permit, the office trailer, portable restroom, perimeter lighting and gravel surface would be removed. The 6-foot fencing, landscaping, and drainage improvements would remain on-site.

Date: June 25, 2020

Signature:

Jay Dobrowalski
Title: Senior Planner

Telephone: 805.385.3948

PROJECT INFORMATION PACKET

I. INTRODUCTION

Pursuant to CEQA Guidelines Section 15082, the City of Oxnard has distributed this Notice of Preparation/Project Information Packet for the Port Hueneme – Temporary Outdoor Vehicle Storage Facility Project (proposed project).

The sections that follow include the project's location, a description of the proposed project, and list the environmental factors to be evaluated in an Environmental Impact Report (EIR), which will be prepared in accordance with CEQA Guidelines Section 15168.

II. PROJECT LOCATION

REGIONAL SETTING

City of Oxnard

The City of Oxnard is located on the central coast of Ventura County, California. The City is located approximately 60 miles northwest of Los Angeles and 35 miles south of Santa Barbara. As the largest city in Ventura County, Oxnard is a combination of a coastal destination, business center, and the center of a regional agricultural industry. Regional access to the City is provided by the following highways: United States (US) 101 and State Route (SR) 1.

Port of Hueneme

Ventura County has an important center for freight activity that impacts the Cities of Oxnard and Port Hueneme. The City of Oxnard borders the Port of Hueneme (Port) to the west, north, and east.

The Port of Hueneme is served by both local roads and a railroad that connects to the Union Pacific Railroad Coast Main Line. The Port of Hueneme currently has two primary access routes from US 101 to the Port including Rice Avenue/Hueneme Road and Victoria Avenue.

LOCAL SETTING

Project Site: The project site is located at the southeast Corner of Hueneme Road and Perkins Road in the City of Oxnard. The site is currently vacant and undeveloped.

Surrounding Land Uses and Setting: The project site is surrounded by the following uses:

> **North:** Hueneme Road is located north of the project site. Further north of Hueneme Road are commercial and residential uses.
>
> **South:** The City of Oxnard Advanced Water Purification Facility (AWPF) is located immediately adjacent to the southwestern portion of the project site, and the Oxnard Industrial Drain borders the project site to the south. In addition, vacant and undeveloped land is south of the project site and is currently in the conceptual planning stages for future wetland restoration.

East: To the east of the project site is vacant and undeveloped land. A 3 acre trailer truck storage facility is proposed for this land.

West: Permitted coastal dependent industrial uses are located to the west of the project site.

III. PROJECT DESCRIPTION

Project Sponsor's Name and Address: Oxnard Harbor District, 333 Ponoma Street, Port Hueneme, California, 93044-0608

Assessor's Parcel Numbers: 231-0-092-105 and 231-0-092-245

General Plan Designation: Industrial Limited (I LT) and Park (PRK)

Zoning Designation: M-1-PD (Light Manufacturing Zone with Planned Development Additive Zone)

The Applicant, Oxnard Harbor District, is proposing to construct and operate a temporary outdoor vehicle storage facility for a maximum of five years on the approximately 34-acre project site. The facility includes the following:

- Vehicle parking area with gravel base
- Temporary guard house
- Portable restroom
- Perimeter site lighting
- Security fencing (6-feet-high)
- Landscaping
- Site drainage
- Associated infrastructure improvements (i.e., curb cuts, apron, etc.)

The temporary outdoor vehicle storage facility includes approximately 27.5 parkable acres to accommodate up to 4,944 vehicle spaces, which equates to a ratio of 180 spaces per acre.

Upon expiration of the Special Use Permit, the vehicle parking area, the guard house, portable restroom, perimeter site lighting, and gravel surface would be removed. The 6-foot-high fencing, landscaping, and drainage and associated infrastructure improvements would remain on-site and be maintained by the property owner.

Site Access

Access to the facility would be from two entrance/exit driveways on Perkins Road. Both driveways would include a Knox Box for emergency access, and would remain upon expiration of the Special Use Permit.

In addition, one emergency access driveway at the terminus of Saviers Road at Hueneme Road would be provided. This emergency access driveway would also include a Knox Box for emergency access, and would remain upon expiration of the Special Use Permit.

Grading and Construction

The project includes grading and levelling of the ground surface. Minor grading is anticipated on-site to scrape the top 1 to 2 inches of soil to create a level surface and install gravel to serve as a temporary parking surface. Depending on the amount of needed compaction, an estimated maximum of 5,500 cubic yards of soil import could be required for the leveling of the parking area for the cars and the stormwater detention area. The gravel would be removed upon expiration of the Special Use Permit.

Grading and construction would occur on weekdays (Monday through Friday) during the daytime between the hours of 8:00 AM to 5:00 PM. Construction would not occur at night, on weekends, or on Federal holidays.

Guard House and Restroom

A 240-square foot temporary guard house/office trailer would be installed to provide 24-hour security services for the temporary outdoor vehicle storage facility. In addition, one portable restroom would be installed and available only for on-site personnel, and would be serviced as needed by a waste services provider. The guard house and portable restroom would be removed upon expiration of the Special Use Permit.

Lighting

Nineteen solar powered, mobile, low-intensity LED tower light fixtures would be placed along the perimeter of the property. The light fixtures are approximately 20-feet in height and would provide security lighting for the project site that is inward facing, downcast, and shielded. The placement of the lights is intended to minimize lighting impacts to the natural habitat south of the project site and would meet the City's security and Code standards for site lighting. These mobile light fixtures would be removed upon expiration of the Special Use Permit.

Site Drainage

Engineered drainage improvements would be installed on-site along a portion of the southern boundary. There are two options for the drainage improvement: 1) an open concrete drain approximately three feet wide and eighteen inches deep or 2) a trapezoidal grass-lined swale approximately two feet deep at the center and tapering up to the edges with a width of about eight feet.

With either the grass-lined swale or open concrete drain, the drainage improvement would direct any surface water flow it intercepts toward the stormwater detention area in the southeastern corner of the site. The drainage improvement would remain upon expiration of the Special Use Permit.

Landscaping and Fencing

The property perimeter would be screened with a 6-foot-high chain-link fence and native landscaping, which would remain upon expiration of the Special Use Permit.

Hours of Operation

Vehicles would be driven to and from the facility Monday through Saturday, between the hours of 7:30 AM and 3:30 PM. Nighttime operations would not occur. The car storage facility would be staffed 24 hours a day, 7 days a week for security purposes.

Facility Staffing and Parking

The car storage facility would be staffed by fourteen employees: three security guards, up to ten vehicle drivers, and one shuttle van driver. Vehicle moving employees (vehicle and shuttle van drivers) would arrive at the car storage facility between 7:30 and 8:00 AM and would leave the facility no later than 4:00 PM daily. The three security guards each work an 8-hour shift, such that one security guard would remain on-site at all times. A maximum of three parking spaces would be dedicated solely for employee parking. The vehicle drivers would not park their personal vehicles at the project site and would arrive via shuttle when vehicles need removing or via cars being driven to the site for storage.

Operational Scenarios

The temporary outdoor vehicle storage facility would function under the operating scenario described below. A maximum of 240 vehicles would be transported to or from the Port of Hueneme to the temporary outdoor vehicle storage facility per day. Most days the temporary outdoor vehicle storage facility would see small numbers of vehicle moves. However, many days the facility would see no vehicle movements at all. All vehicles stored at this location would be light duty vehicles, excluding trucks or diesel powered automobiles.

The rate of vehicles entering or leaving the facility would not exceed 30 cars per hour for eight hours daily, or 240 vehicle trips (one way) per day. The vehicles would be individually driven to or from the facility and would not require the use of transport trucks. The number of vehicles that can be started and moved to or from this facility would be limited by the available number of drivers, which is a maximum of ten at a time. It is planned that the movement of cars to and from the facility would follow that of similar storage areas that currently support Port customer automobile operations where groups of ten cars are moved at a time by a crew of ten drivers who are transported to the cars via a shuttle van. The ten vehicle drivers and the shuttle van driver would report to the Port and the ten vehicle drivers would each individually drive a vehicle to the facility. The shuttle van would follow the cars to the facility.

Currently many of these vehicles are transported to off Port storage locations, such as the Camarillo Airport or Tuffshed in Ventura, via diesel truck carrier as vehicle storage capacity on Naval Base Ventura County (NBVC) is impacted by military activity.

Vehicle Movement

Cars would be individually driven to the facility in groups of ten at a time. No car carrier trucks would be used to load or offload vehicles at the facility. The vehicle fleet mix traveling to and from the facility would include only passenger cars and shuttle vans; no semi-trucks or other heavy transports would be used. The typical vehicle movement operation for this temporary outdoor vehicle storage facility would involve two different actions: 1) cars arriving at the facility and 2) cars leaving the facility.

Cars Arriving at the Facility. Vehicles to be stored at the temporary outdoor vehicle storage facility would be driven from the vehicle processing area on the NBVC property, out through the NBVC's Pleasant Valley gate and would head south on Ventura Road and then turn east on Hueneme Road. These vehicles would be driven east on Hueneme Road to Perkins Road where they would turn south onto Perkins Road and east into the facility via the access driveways on Perkins Road.

Cars Leaving the Facility. Vehicles stored at the temporary outdoor vehicle storage facility would be started in groups of up to ten at a time and would be driven out of the facility and turn north onto Perkins Road. The cars would then turn west onto Hueneme Road and drive west toward the Port, where they would turn north onto Ventura Road to enter NBVC at the Pleasant Valley gate and drive through to the NBVC vehicles processing area. When cars leave the Project site they would return to NBVC for processing, where they enter the existing commerce stream of delivery to auto dealers in eight western states via locomotives and car-carrier trucks. This distribution method is the same as that currently used for all automobiles which are imported through the Port and because this project would not result in an increase in the throughput of vehicles and would only keep up with existing capacities there would be no change in the impacts associated with delivering these cars to market.

The vehicles would be stored at the facility and the process would repeat until the vehicles (a maximum of 240 vehicles per day) have been moved from the Port to the temporary outdoor vehicle storage facility. The entire process of driving from the Port to the site and returning to the Port takes approximately 20 minutes.

Project Duration

The Applicant is requesting approval of the Special Use Permit for a maximum of five years. The permit would be subject to a condition of approval to require the removal of all on-site improvements prior to the expiration of the permit except the landscaping and fencing.

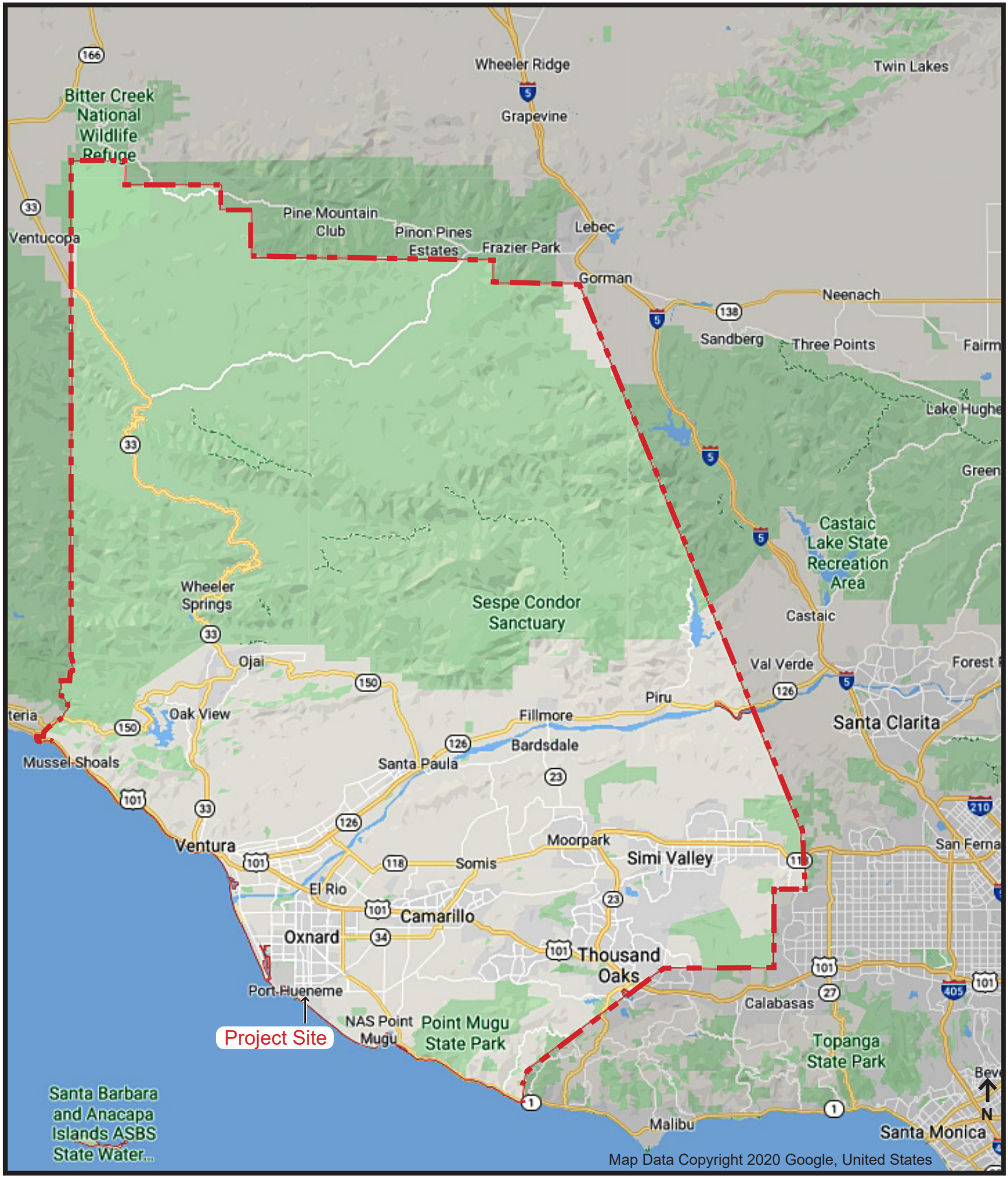
IV. POTENTIAL ENVIRONMENTAL EFFECTS

The EIR will review the following environmental factors:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Due to the decision to prepare an Environmental Impact Report, an Initial Study was not prepared. This option is permitted under *CEQA Guidelines* Section 15063(a), which states that if the Lead Agency determines an EIR will be required for a project, the Lead Agency may skip further initial review and begin work on the EIR.

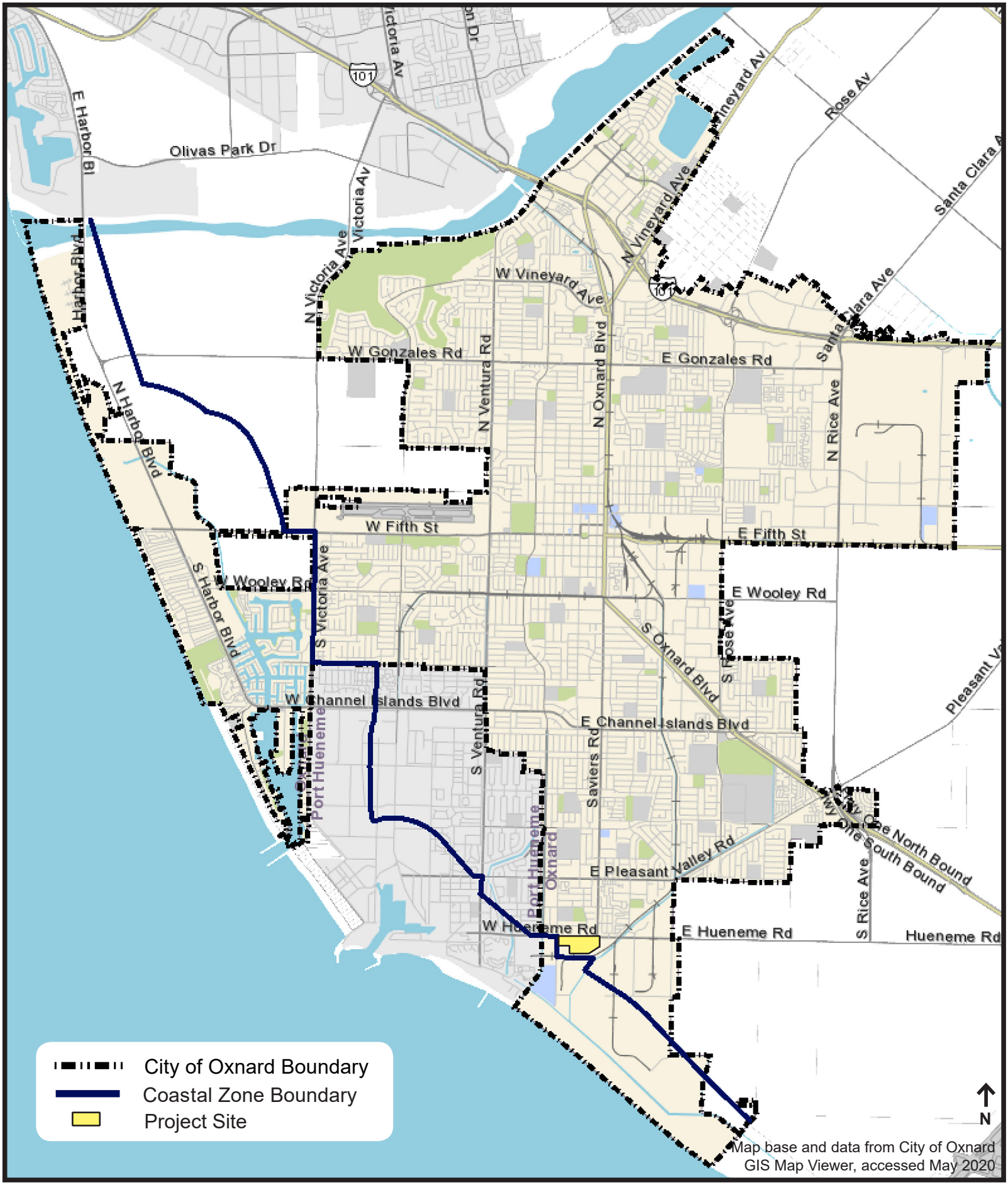
Exhibit 1 - Regional Map

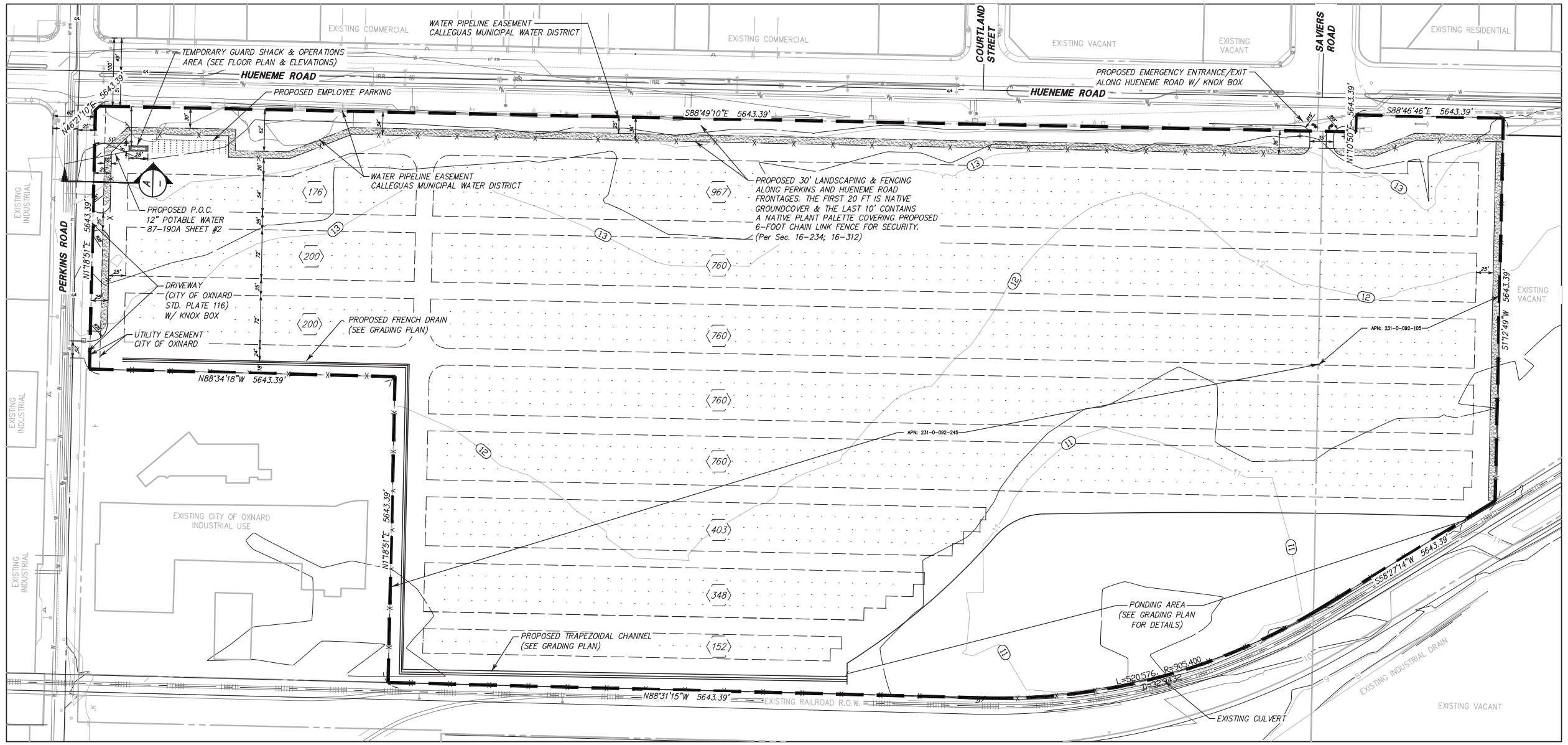


Ventura County Boundary

May 21, 2020

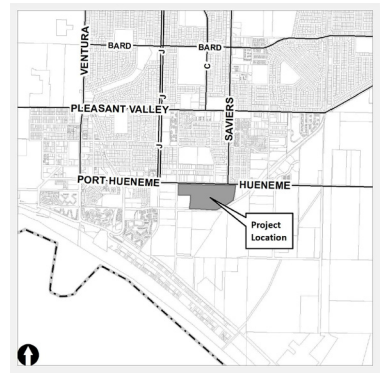
Exhibit 2 - Vicinity and Jurisdictional Boundary Map





VICINITY MAP

NOT TO SCALE



LEGEND:

EXISTING

- PROPERTY BOUNDARY
- (10) CONTOUR LINE
- FIRE HYDRANT
- O/H E OVERHEAD ELEC.
- STREET LIGHT
- STREET SIGN
- X FENCE
- W WATER

PROPOSED

- SUP BOUNDARY
- 20 PARKING SPACES
- LIGHTS
- X FENCE

80' 40' 0' 80' 160'

GRAPHIC SCALE: 1"=80'

NOTE:

INFORMATION SHOWN HEREON, SUCH AS ASSESSOR'S PARCEL LINES & NUMBERS ARE PROVIDED BY THE COUNTY OF VENTURA GEOGRAPHIC INFORMATION SYSTEMS AND IS NOT BASED ON A FIELD SURVEY. ADDITIONAL EASEMENTS OF RECORD NOT SHOWN ON THIS MAP MAY EXIST AS A TITLE REPORT WAS NOT PROVIDED FOR THIS PROJECT. THIS DATA IS FOR CONCEPTUAL AND VISUAL PURPOSES ONLY AND IS NOT TO BE USED FOR MAPPING AND/OR FINAL DESIGN.

PRELIMINARY LAND USE DATA

A. PROJECT LOCATION & PROPERTY INFORMATION

APN:	231-0-092-105;	231-0-092-245
LOT SIZE:	29.66 AC	4.04 AC
GENERAL PLAN:	ILT	PRK
ZONING:	M-1-PD	M-1-PD

B. EXISTING SURROUNDING LAND USES

	GENERAL PLAN	ZONING DESIGNATION
NORTH:	CG	C1 & C2
SOUTH:	ILT & RP	CDI
EAST:	ILT	CDI
WEST:	ICD	M-1-PD & M-2-PD

C. EXISTING AREAS

	SQUARE FEET	ACRES	PERCENTAGE
1. BUILDING COVERAGE:	0	0	0.0%
2. PAVED AREA:	0	0	0.0%
3. LANDSCAPE AREA:	23,005	0.53	1.57%
4. TOTAL LAND AREA:	1,467,875	33.7	

D. PROPOSED SPECIAL USE PERMIT BOUNDARY

AREA: 33.7 ACRES

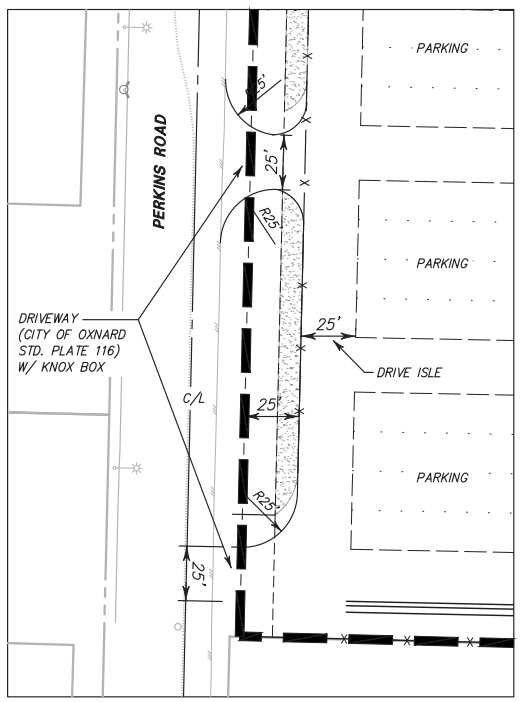
E. PROPOSED PARKING SPOTS

TOTAL PROPOSED PARKING SPOTS: 4,944 SPACES (180 SPACES/ACRE)
(5,486 SPACES X 90% PARKING EFFICIENCY)

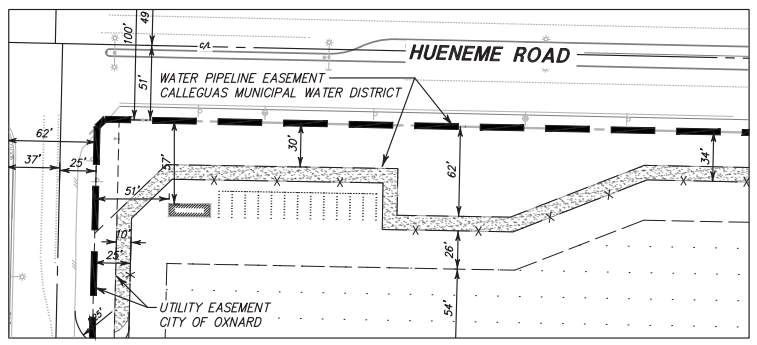
*ASSUMES:
- EACH SPACE REQUIRES 8'X18'
- ALL DRIVE AISLES ARE MINIMUM 25' WIDE
- 199 SPACES PER ACRE
- USING 8'X18' SPACES, PARKING AVAILABLE IS 5,486 SPACES. THERE IS A 80% PARKING SPACE EFFICIENCY CALCULATION (THIS ALLOWS 160 SPACES/ACRE)
- USABLE PARKING AREAS IS 27.47 ACRES

F. PROPOSED STRUCTURES

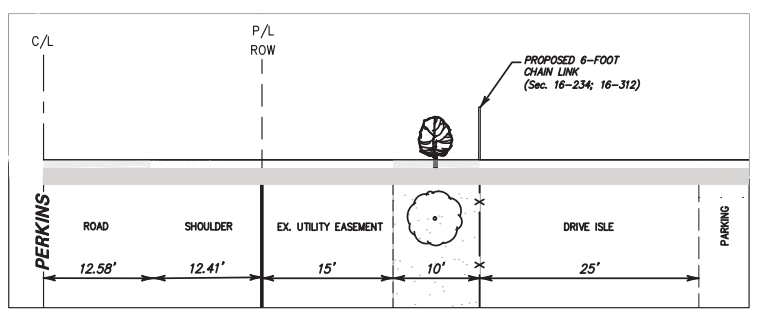
TEMPORARY GUARD SHACK TRAILER 240 S.F. 0.02% BUILDING COVERAGE



ENTRANCE/EXIT 1"=40'

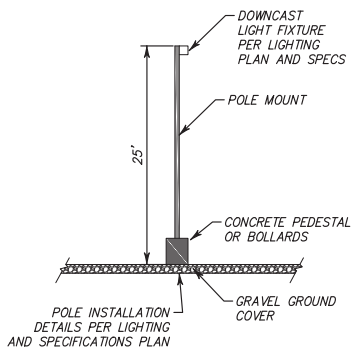


UTILITY EASEMENT PROTECTION 1"=60'

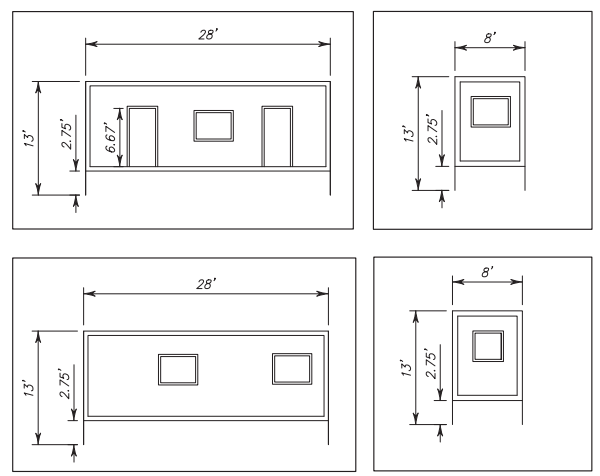


A - FENCE & LANDSCAPING SECTION 1"=10'

PROPOSED LIGHTING PLAN & FIXTURES:
- see Photometric Study and Specifications sheet



LIGHT DETAIL 1"=10'



TRAILER ELEVATIONS 1"=10'

JENSEN DESIGN & SURVEY, INC
www.jdscivil.com
1672 DONLON STREET
VENTURA, CALIF. 93003
PHONE 805/654-6977
FAX 805/654-6979

SCALE: 1" = 80' | J.N.: HUE25815
DATE: 8/30/2018 | DWG. NAME: 5818 SUP.dwg

SPECIAL USE PERMIT
AUTO STORAGE AT PERKINS & HUENEME PORT OF HUENEME

Hueneme Rd & Perkins Rd
City of Oxnard
COUNTY OF VENTURA STATE OF CALIFORNIA

SHEET 1 OF 1

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Exhibit 3 - Site Plan