

**PLANNING COMMISSION
STAFF REPORT**

TO: Planning Commission

FROM: Jay Dobrowalski, Planning Supervisor

DATE: October 20, 2022

SUBJECT: **Project Name: Port of Hueneme - Temporary Outdoor Vehicle Storage Facility;** Planning and Zoning Permit No. 18-500-02 (Special Use Permit); Undeveloped parcel located at the southeast corner of Hueneme Road and Perkins Road; APNs: 231-0-092-105 and 231-0-092-245

- 1) **Recommendation:** That the Planning Commission (“**Commission**”):
 - a) Adopt a Resolution certifying Final Environmental Impact Report (EIR) No. 22-01 for the Port of Hueneme - Temporary Outdoor Vehicle Storage Facility (Governor's Office of Planning and Research State Clearinghouse No. 2020069039); and
 - b) Adopt a Resolution approving Planning and Zoning Permit No. 18-500-02 (Special Use Permit) for a vehicle storage facility, subject to certain findings and conditions.
- 2) **Project Description and Applicant:** The applicant requests a permit to construct and operate a temporary outdoor vehicle storage facility for a maximum of five years on an approximately 34-acre project site. The facility includes the following: vehicle parking area with gravel base, temporary guard house (240 square feet), portable restroom, perimeter site lighting, security fencing (6-feet-high), landscaping, site drainage, and 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.

The request includes certification of the proposed Final Environmental Impact Report (EIR) No. 22-01 (State Clearinghouse No. 2020069039) and approval of the Findings of Fact and the Mitigation Monitoring and Reporting Program (MMRP) which has been prepared pursuant to the California Environmental Quality Act (CEQA) Public Resources Code (California Public Resources Code Section 21000 et seq.) and CEQA Guidelines (California Code of Regulations, Title 14, Section 15000 et seq.).

The project site is located at the southeast corner of Hueneme Road and Perkins Road (APNs: 231-0-092-105 and 231-0-092-245) within the Light Manufacturing with Planned Development Additive Zone (M-1-PD) (Attachment A). For purposes of this staff report, the foregoing project description shall be referred to as the “Project.”

Filed by Christina Birdsey, 333 Ponomo Street, Port Hueneme, California 93044-0608, designated agent (the “Applicant”) on behalf of A&J Oxnard LLC, 18980 Ventura Boulevard, Unit 200, Tarzana, California 91356 (the “Property Owner”).

Please see the reduced Project plans (Attachment B) for more details.

- 3) Existing & Surrounding Land Uses:** The Project site is currently vacant and undeveloped. The Project site is not located in a 2030 General Plan identified neighborhood. The following table lists and identifies the General Plan Land Use Designations, Zoning Designations, and existing land uses of the Project site and properties immediately adjacent to the site, which are also illustrated in Attachment A:

Table 1
 Existing and Surrounding Land Uses

LOCATION	GENERAL PLAN	ZONING	EXISTING LAND USE
Project Site	Industrial Limited (ILT), Park (PRK)	Light Manufacturing Zone with Planned Development Additive Zone (M-1-PD)	Vacant and undeveloped
North	Commercial General (CG), Residential Medium High (RMH), Residential Low (RL), Residential Medium (RM), School (SCH), and Park (PRK)	Single Family Residential with Planned Development Additive Zone (R-1 PD), Multiple Family Residential with Planned Development Additive Zone (R-2 PD), Garden Apartment with Planned Development Additive Zone (R-3 PD), High-Rise Residential (R-4),	Hueneme Road is adjacent to and north of the project site. Commercial uses are located north of the project site across Hueneme Road, and residential, school, and park uses are located north of the commercial uses.

		Community Reserve (CR), General Commercial All Affordable Housing Permitted (C-2-AHP), Neighborhood Shopping Center with Planned Development Additive Zone, All Affordable Housing Permitted (C-1 PD-AHP)	
South	Industry Priority to Coastal Development (ICD), Resource Protection (RP)	Coastal Development Industrial (CDI), Coastal Reserve Protection (RP), Coastal Recreation (RC)	The Ventura County Railway (VCRR) line is located immediately adjacent to the southeastern portion of the project site. The City of Oxnard Advanced Water Purification Facility is located north of the VCRR and immediately adjacent to the southwestern portion of the project site. South and east of the VCRR is the Ormond Lagoon Waterway and vacant and undeveloped land that is currently in the conceptual planning stages for future wetland restoration.
East	Industrial Light (ILT), Resource Protection (RP)	Light Manufacturing with Planned Development Additive Zone (M-1-PD) and Coastal Resource Protection (RP)	Vacant and undeveloped land. A 3-acre trailer truck storage facility is proposed for this land, and is currently in the land permit process.
West	Industry Priority to Coastal Development (ICD), Commercial General (CG)	Coast Development Industrial (CDI), General Commercial (C-2), High-Rise Residential (R-4)	Coastal dependent industrial uses

- 4) Background Information:** The Project site is currently vacant and undeveloped. The Project site has been subject to discretionary development as follows:

On July 20, 1995, the Land Use Advisors (the decision making body that was later renamed as the Planning Commission) recommended that the City Council approve a tentative subdivision map (Tract No. 987). The application included a zone change (No. 805), tentative tract map (Tract No. 4987), and a Special Use Permit (No. 1473). Prior to the City Council public hearing, the application was withdrawn.

On January 8, 2002, the City Council reviewed a Pre-Application submittal to develop the 38-acre site with a vehicle preparation facility that included several structures for a total of 95,000 square-feet of floor area. Subsequently, the application was formally submitted.

On August 5, 2002, the Planning Commission granted a Special Use Permit (Planning and Zoning Permit No. 02-500-09) for the development of a vehicle processing and distribution facility that included several buildings for a total of approximately 100,000 square-feet of floor area, and adopted a Mitigated Negative Declaration (Planning and Zoning Permit No. MND 02-08) to determine that the proposed project would not result in a significant effect on the environment. The Planning Commission also recommended that City Council approve a General Plan Amendment (Planning and Zoning Permit No. 02-620-2) to change the General Plan designation of the site from Medium Density Residential and Commercial to Light Industrial to be consistent with the site zoning designation of Light Industrial.

On October 1, 2002, the City Council granted an appeal of the Planning Commission's decision to adopt the Mitigated Negative Declaration and grant the Special Use Permit, and directed staff to prepare an Environmental Impact Report for the proposed project. Subsequently, the application was withdrawn.

On March 20, 2008, the Planning Commission granted a Special Use Permit (Planning and Zoning Permit No. 07-500-13) for the development of the Groundwater Recovery Enhancement and Treatment Program Advanced Water Purification Facility on a 4.65-acre site that used to be part of the 34-acre project site. The Planning Commission also recommended that the City Council approve a General Plan Amendment (Planning and Zoning Permit No. 08-620-01) to change the General Plan designation of the site from Residential Medium to Light Industrial to be consistent with the site zoning designation of Light Industrial.

On April 14, 2008, the City Council upheld the Planning Commission's decision to grant the Special Use Permit and also approved the General Plan Amendment. Subsequently, the water facility was developed and is currently in operation.

On March 29, 2018, the applicant submitted the current application for a Special Use Permit for the proposed temporary vehicle storage facility.

- 5) Environmental Determination:** Pursuant to the California Environmental Quality Act (CEQA) Section 15060, the City of Oxnard as the Lead Agency, prepared a Mitigated Negative Declaration (MND) in accordance with CEQA and the CEQA Guidelines. The MND identified and discussed potential impacts, mitigation measures, monitoring requirements, and residual impacts for identified subject areas. The MND was available for public review from December 13, 2018 to January 14, 2019, but was extended to January 31, 2019. The City of Oxnard received over 220 comment letters on the MND from agencies, organizations, and interested parties. In response to the areas of concern identified in those letters, the City, at its own discretion, elected to prepare an EIR for the proposed project.

Pursuant to the California Environmental Quality Act (CEQA) Section 15060, the City of Oxnard as the Lead Agency, has prepared an EIR (State Clearinghouse No. 2020069039) in accordance with the requirements of the California Environmental Quality Act (CEQA, Public resources Code § 21000, et seq.), the regulations promulgated thereunder (14 California Code of Regulations, §15000, et seq., CEQA Guidelines), and the City's Environmental Review Guidelines (Attachment C). The EIR identifies and discusses potential impacts, mitigation measures, monitoring requirements, and residual impacts for identified subject areas.

The Draft EIR (DEIR) identified the potential environmental impacts of the proposed development and was available for public review from December 16, 2021 to February 14, 2022 (a total of 61 days), however only a 45 day public review period was required. During the public review period, the City received over 200 comments. As a result of the comments received, revisions were made to the DEIR to form the Final EIR (FEIR). The written comments and responses to each of those comments received during the public review period of the DEIR are included in the FEIR. The DEIR revisions are discussed in the FEIR (Section 1.1).

The FEIR did not identify any significant and unavoidable (Class 1) impacts (impacts that cannot be reduced to a less than significant level). The FEIR identifies potentially significant but mitigable (Class 2) impacts (impacts that can be reduced to a less than significant level with mitigation measures) and less than significant (Class 3) impacts (impacts that do not require mitigation measures because the proposed project will not have a significant impact). The FEIR concludes that after implementation of standard conditions and mitigation measures, all potentially significant impacts associated with the proposed project would be reduced to less than significant levels. The FEIR includes a Mitigation Monitoring and Reporting Program (Section 11) that details the process to implement the required mitigation measures.

Therefore, staff has determined that there is no substantial evidence that the Project will have a significant effect on the environment and recommends that the Planning Commission certify that: (1) The final EIR has been completed in compliance with CEQA; (2) The final

EIR was presented to the decision-making body of the lead agency, and that the decision-making body reviewed and considered the information contained in the final EIR prior to approving the project; and (3) The final EIR reflects the lead agency's independent judgment and analysis.

6) Project Analysis:

a) *General Discussion:*

The applicant requests a permit 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 (240 square feet), portable restroom, perimeter site lighting, security fencing (6-foot-high), landscaping, site drainage, and 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.

The temporary outdoor storage facility is being requested because the auto shipping logistics market is highly competitive and subject to larger global economic trends. The Port of Hueneme and its customers are subject to those trends as auto industry sales rise and fall with the economy. The auto industry is predicting national car sales reductions of two to three percent annually in the next several years. The Port anticipates reductions in car throughputs as a result of this economic trend, and this project would help to create storage space for up to 30,000 cars annually, which would offset an anticipated throughput reduction of approximately the same number of vehicles.

The Port is seeking to facilitate the success of one of its customers, GLOVIS, so that GLOVIS' operations remain at Port Hueneme. GLOVIS does not own land near the Port and instead leases land from the United States Navy at NVBC Port Hueneme. Thus, the Port of Hueneme is acting as project sponsor to assist GLOVIS in consolidating its current off-Port vehicle storage operations with this project to make its operations more efficient. Additionally, jobs for 14 new employees would be created as a direct result of this project. New cars that would be stored at the vehicle storage facility would not require additional ships to arrive at the Port, because the current fleets of scheduled vessels have enough capacity to add cars without any need for additional vessel calls. Any increased volume of new vehicles is anticipated to be offset by the softening of the market for other auto customer vehicles moving through the Port.

Pursuant to Oxnard City Code (OCC) §16-163, the proposed vehicle storage facility located within the M-1 Zone District requires a Special Use Permit. Pursuant to OCC §16-536, the Planning Commission is the decision maker for the requested Special Use Permit.

- b) *General Plan Consistency:*** The City's 2030 General Plan land use designations for the subject site are Industrial Limited (ILT) and Park (PRK). The Industrial Limited designation allows the following land uses: light manufacturing, assembly, work/live, and warehousing uses developed to high performance and development standards. All activity occurs within buildings with the exception of incidental outdoor uses. The Park designation allows the following land uses: City, County, State, and National-owned parks, beaches, regional parks, community parks, neighborhood parks, special purpose facilities, golf courses, athletic fields, and open space areas.

The proposed project includes the development of temporary structures for temporary vehicle storage. Given the temporary use of the site for outdoor vehicle storage for a maximum of five years and that the proposed project does not include permanent structures, the proposed project does not preclude future development for park land or other industrial land uses. Thus, the proposed project is consistent with the General Plan Industrial Limited and Park designations. As shown in Attachment D, the approval of this project has been determined to be consistent with the 2030 General Plan and the property's land use designation.

- c) *Conformance with Zoning Code Development Standards:*** The proposed development is located within the Light Manufacturing Zone with Planned Development Additive Zone (M-1-PD) zone district and is subject to the Light Manufacturing (M-1) development standards.

The proposed project was evaluated for consistency with the M-1 development standards. As shown in Attachment E, the Project is designed to be consistent with the development standards.

- d) *Site Design, Circulation, and Parking:*** The primary access to the proposed vehicle storage 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.

The vehicle storage facility includes 12 employee parking spaces, a temporary guard house, and a portable restroom located in the northwestern corner of the facility and drainage improvements located in the southeastern area of the facility. The rest of the

project site will be used for vehicle storage on a gravel surface. The gravel surface will be removed upon expiration of the requested Special Use Permit.

The facility includes nine drive aisles that cross the facility from west to east and three drive aisles that cross the facility from north to south. All of the drive aisles will be 25 feet wide to accommodate emergency vehicles. The vehicle storage area will have vehicles stored in rows that cross the site from west to east. The facility includes a storage area for a maximum of 4,944 vehicles.

Vehicles would be individually driven to the vehicle storage facility in groups of ten at a time. No vehicle carrier trucks would be used to load or offload vehicles at the facility. The vehicle fleet mix traveling to and from the vehicle storage 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 facility would involve two different actions: 1) vehicles arriving at the facility and 2) vehicles leaving the facility.

Vehicles to be stored at the vehicle storage facility would be driven from the vehicle processing area on Naval Base Ventura County (NBVC) Port Hueneme property, out through the NBVC 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 vehicle storage facility via the access driveways on Perkins Road.

Vehicles stored at the 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 Port Hueneme at the Pleasant Valley gate and drive through to the NBVC Port Hueneme vehicle processing area. When cars leave the vehicle storage facility, they would return to NBVC Port Hueneme for processing from 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 that are imported through the Port, and because this vehicle storage facility 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 vehicle storage facility, and the process would repeat until the vehicles (a maximum of 240 vehicles per day) have been moved from the Port to the facility. The entire process of driving from the Port to the vehicle storage facility and returning to the Port takes approximately 20 minutes.

- e) **Building Design:** The vehicle storage facility includes a 240-square-foot temporary guard house/office trailer, and a portable restroom located in the northwestern corner of the facility. The guard house/office trailer would be used for 24-hour security services

and the restroom would be available only for on-site personnel, and would be serviced as needed by a waste services provider.

The facility also includes 19 solar-powered, mobile, low-intensity LED tower light fixtures along the perimeter. 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.

The guard house/office trailer, portable restroom, and mobile light fixtures will be mostly screened from the adjacent roadways. The site will be screened by a 6-foot-high chain-link fence and landscaping, so the top portion of the structures will be visible from the adjacent roadways.

The guard house/office trailer, portable restroom, and mobile light fixtures will be removed upon expiration of the requested Special Use Permit.

- f) Landscaping:** The project site would be screened with a 6-foot-high chain-link fence and native landscaping around the perimeter.

The project site is located along Hueneme Road, which is a City designated scenic roadway. As such, the General Plan requires a 30-foot landscape buffer. The northern side of the project site frontage along Hueneme Road includes a 30-foot landscaping buffer as follows: the first 20 feet (adjacent to the roadway) will be planted with groundcover and the next 10 feet will be planted with native landscaping. The landscaping will be located in front of a 6-foot-high chain-link fence. The emergency access driveway located across from the southern terminus of Saviers Road will be paved for vehicle access.

The project site is also located along Perkins Road. Perkins Road is not a City-designated scenic roadway. The western side of the project site frontage along Perkins Road includes landscaping as follows: the first 15 feet (adjacent to the roadway) will be left vacant and the next 10 feet will be planted with native landscaping. The landscaping will be located in front of a 6-foot-high chain-link fence. The two driveways located along Perkins Road will be paved for vehicle access.

The eastern side of the project site (facing the adjacent trucking operation) includes landscaping as follows: inside the property line, the first 10 feet will be planted with native landscaping. The landscaping will be located on the inside of a 6-foot-high chain-link fence (the fence will be located along the property line).

The southern side of the project site (facing the adjacent railroad tracks) includes landscaping as follows: the southern edge of the property will be planted with native

landscaping to grow on a chain-link fence. The landscaping will be located on the inside of a 6-foot-high chain-link fence (the fence will be located along the property line).

The 6-foot-high chain-link fence and landscaping will remain on the site upon expiration of the requested Special Use Permit and will be maintained by the property owner. The Landscape Plans are provided in Attachment B.

g) Project Operations:

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

The vehicle storage facility would be staffed by 14 employees: 3 security guards, up to 10 vehicle drivers, and 1 shuttle van driver. Vehicle-moving employees (vehicle and shuttle van drivers) would arrive at the vehicle storage facility between 7:30 to 8:00 a.m. and would leave the facility no later than 4:00 p.m. The three security guards would 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 vehicle storage facility; they would arrive via shuttle when vehicles need removing or via cars being driven to the site for storage.

The vehicle storage facility would serve as an off-site storage lot for vehicles that could not be stored at GLOVIS' current facility at NBVC Port Hueneme due to a lack of space while still allowing GLOVIS to accommodate its customers, including Hyundai, Kia, GM, and Honda, as well as electric vehicles. The vehicles would remain at the facility for several weeks to several months, depending on market conditions. When it is necessary for GLOVIS to process the vehicles, drivers would use a van to drive from the GLOVIS facility to the vehicle storage facility, then drive each vehicle back to NBVC Port Hueneme to be processed and then transported by either truck or rail to GLOVIS customers in the United States. The vehicles would utilize the same travel route back to the GLOVIS' facility at NVBC Port Hueneme from the vehicle storage facility.

The vehicle storage facility would function under the operating scenario described below. A maximum of 240 vehicles per day would be transported to or from The Port of Hueneme to the vehicle storage facility. Most days the 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 vehicle storage facility would be light duty vehicles; no trucks or diesel-powered vehicles would be stored at this facility. The rate of vehicles entering or leaving the facility would not exceed 30 cars per hour for 8 hours daily, or 240 vehicle trips (one way) per day. The vehicles would be individually driven to or from the vehicle storage facility and would not require the use of transport trucks.

It is planned that the movement of vehicles to and from the vehicle storage facility would follow that of similar storage areas that currently support Port customer automobile operations where groups of ten vehicles 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 of Hueneme, and the ten vehicle drivers would each individually drive a vehicle to the facility. The shuttle van would follow the vehicles to the facility.

h) Project 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.

- 7) Development Advisory Committee:** On April 25, 2018, the Project was reviewed by the Development Advisory Committee (DAC) which resulted in changes to the project and recommended conditions of approval. The DAC conditions of approval are included in the attached Resolution.
- 8) Community Workshop:** On November 19, 2018 and March 21, 2022, the Project was presented to the public during a Community Workshop meeting. Although the project site is not located within a General Plan Neighborhood, the applicant mailed notice of the meeting to residents within the Southwinds and Cypress Neighborhoods. Notice of the meeting was also posted on the site at two separate locations. During the meetings, commenters submitted verbal and written testimony. The comments were generally related to the following topics: air quality impacts, biology impacts, land use incompatibility, traffic impacts, inadequate public participation opportunities, environmental justice, and inadequate environmental review. These public comments are the same as the comments that have been addressed in the EIR.
- 9) Noticing and Public Comments:** Consistent with public noticing requirements, the Planning Commission Hearing was advertised with on-site postings in two locations and by mail to property owners within 300 feet of Project Site. Following the end of the public comment period for the Draft EIR the City received 45 comments on the project. The public comment letters submitted following the end of the Draft EIR public comment period are attached (Attachment F). Since the release of the notice of this public hearing, Planning Staff has received no other inquiries from the public regarding the proposed Project.

10) Appeal Procedure: In accordance with Section 16-545 of the Oxnard City Code, the Planning Commission's action may be appealed to the City Council within 18 days after the decision date. Appeal forms may be obtained from the City Clerk and must be submitted with the appropriate fees before the end of the appeal period. If an appeal to the City Council is not filed within 18 days of the Planning Commission's decision, the decision of the Planning Commission shall be considered final.

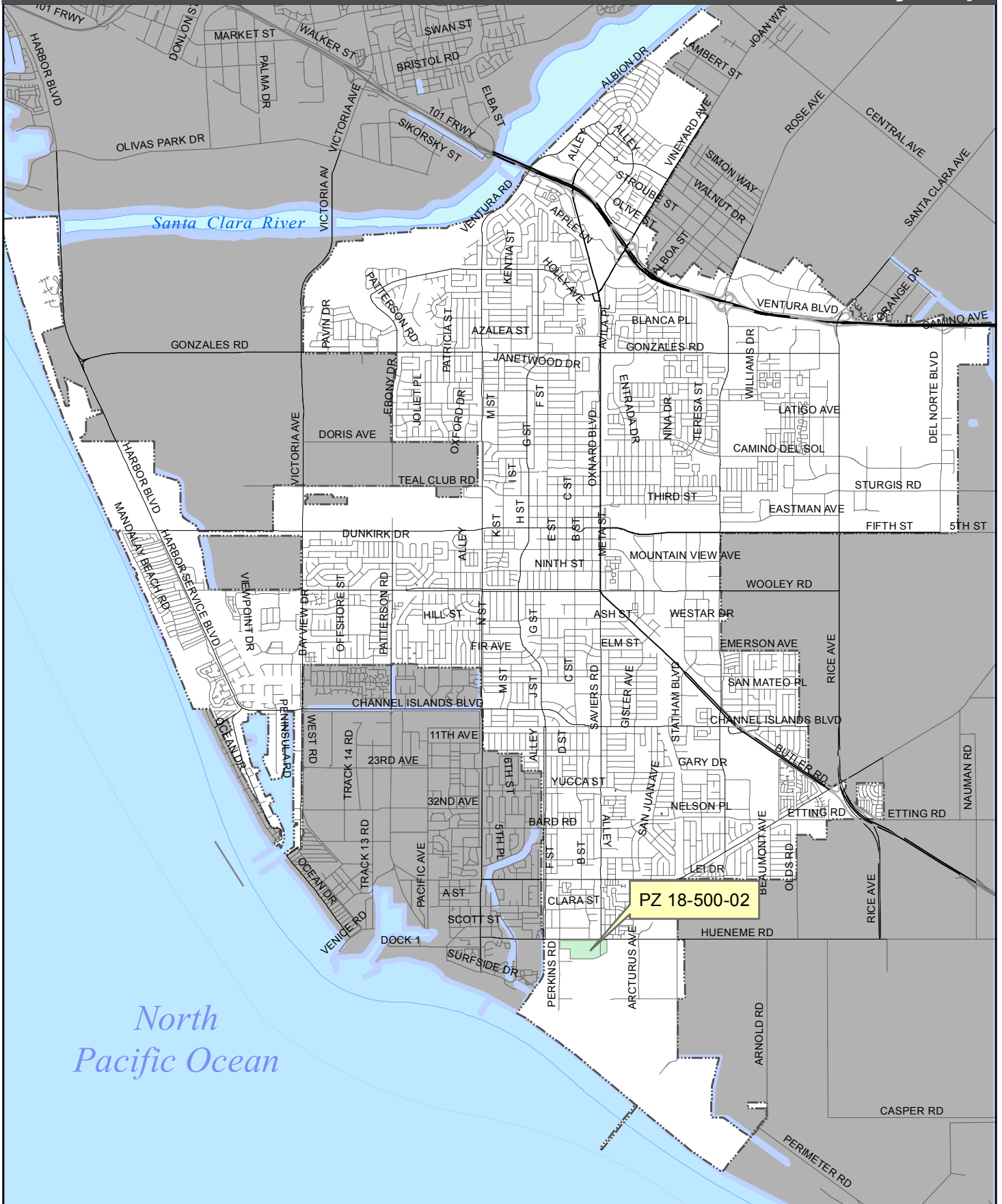
Attachments:

- A. Maps (Vicinity, General Plan, Zoning, Aerial)
- B. Reduced Project Plans
- C. Final Environmental Impact Report No. 22-01
- D. General Plan Consistency Table
- E. Zoning Code Development Standards Consistency Table
- F. Public Comment Letters
- G. Draft Planning Commission Resolution Certifying Environmental Impact Report No. 22-01
- H. Draft Planning Commission Resolution Approving Planning and Zoning Permit No. 18-500-02 (Special Use Permit)
- I. Staff Presentation

Attachment:

A. Maps (Vicinity, General Plan, Zoning, Aerial)

Vicinity Map



PZ 18-500-02

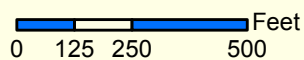


2030 General Plan Land Use Map



Oxnard Planning
November 7, 2018

PZ 18-500-02
APN: 2310092245, 2310092105

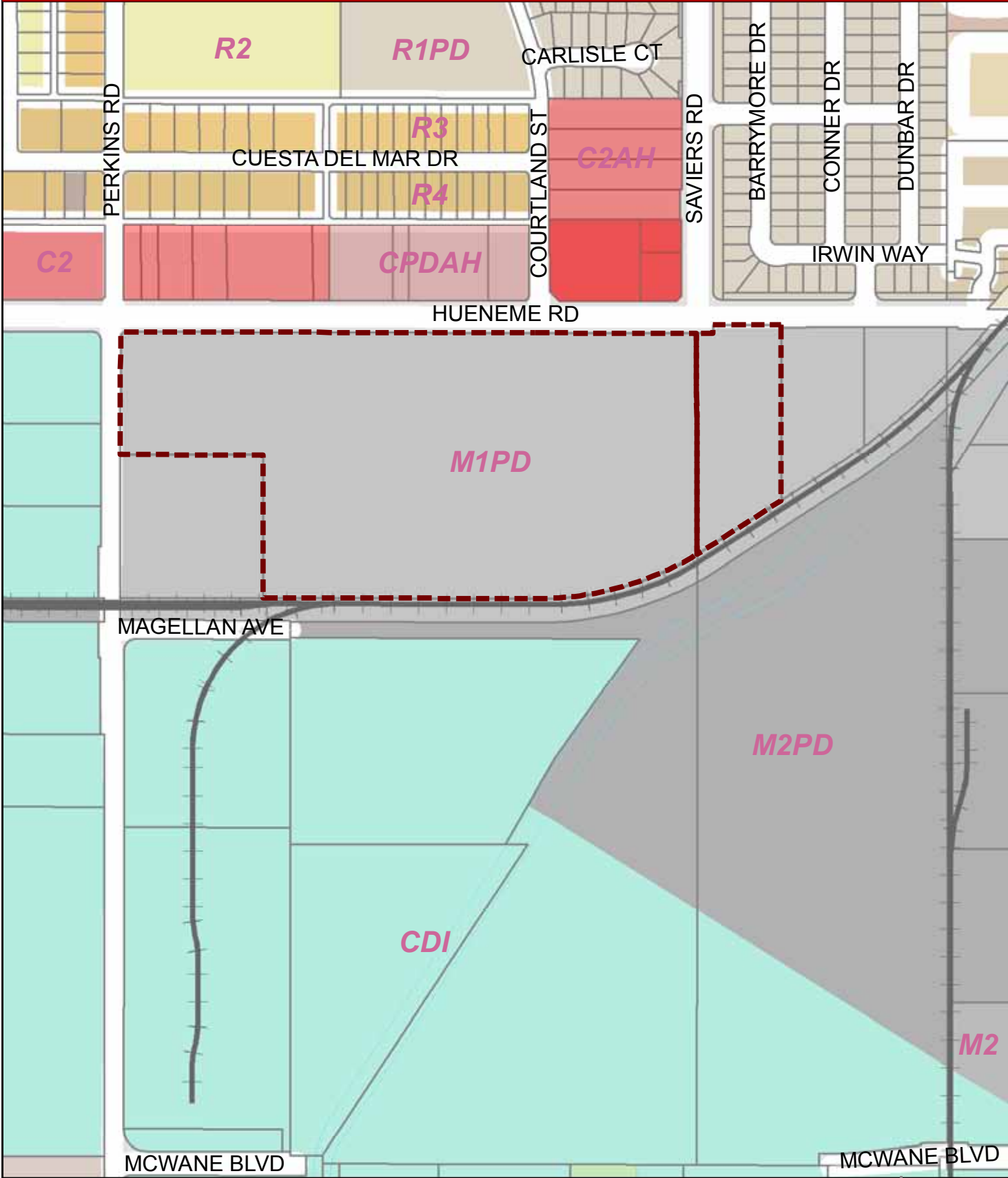


2030 General Plan Land Use Map



1:5,000

Zoning/Specific Plan Map

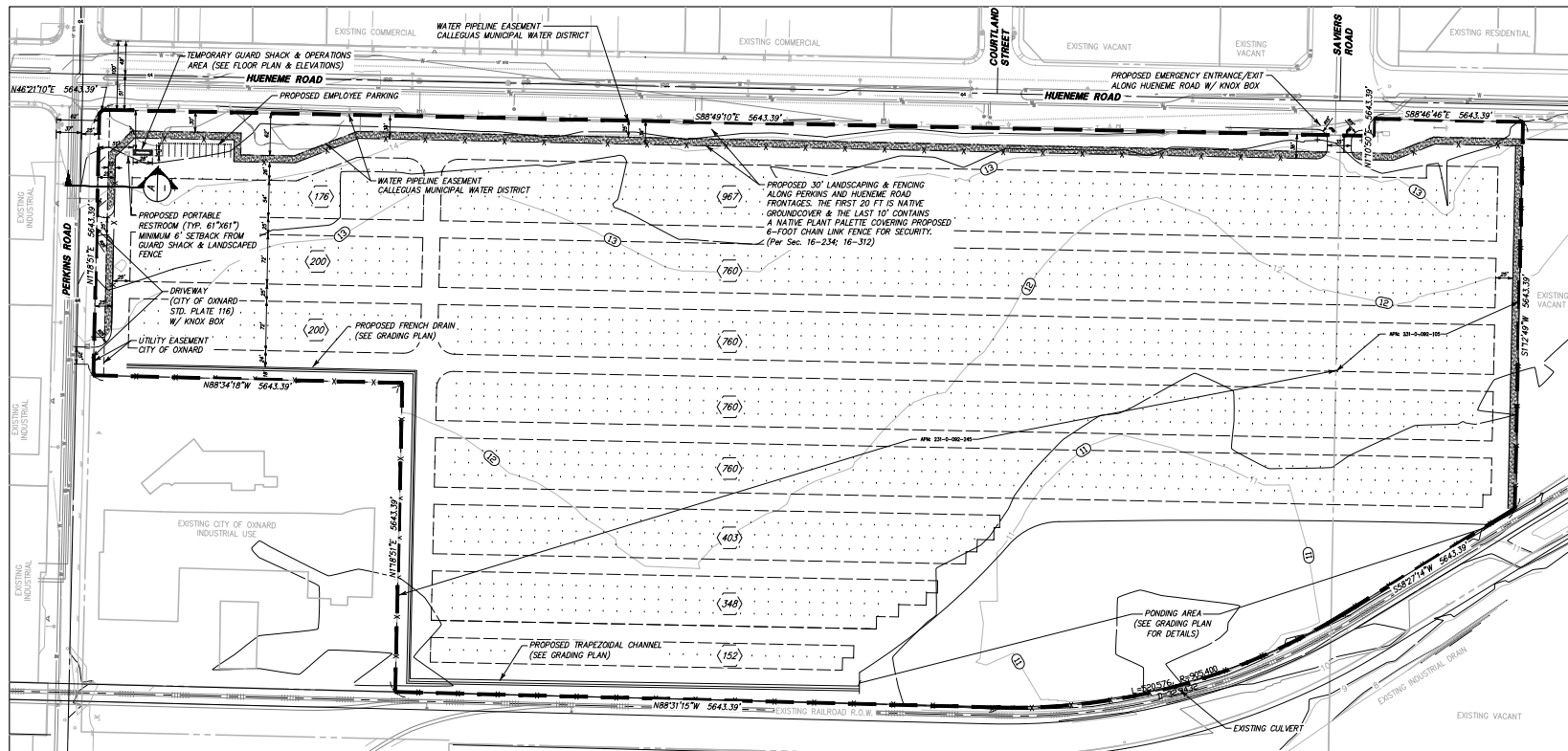


Aerial Map

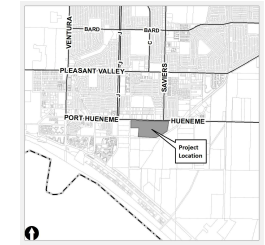


Attachment:

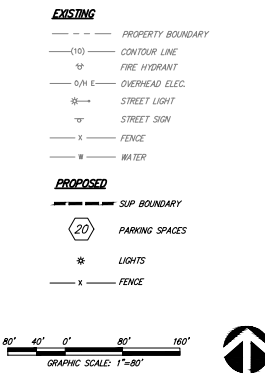
B. Reduced Project Plans



VICINITY MAP



LEGEND:

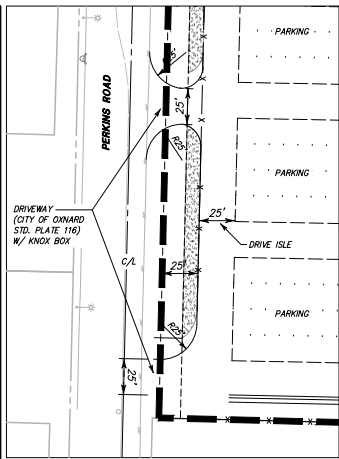


NOTE:
INFORMATION SHOWN HEREON, SUCH AS ASSessor'S PARCEL LINES & NUMBERS ARE PROVIDED BY THE COUNTY OF VENTURA GEOGRAPHIC INFORMATION SYSTEMS AND IS NOT BASED ON A FIELD SURVEY. ADDITIONAL EASEMENTS OF RECORD NOT SHOWN ON THIS MAP MAY EXIST AS A TITLE REPORT HAS NOT BEEN PROVIDED FOR THIS PROJECT. THIS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

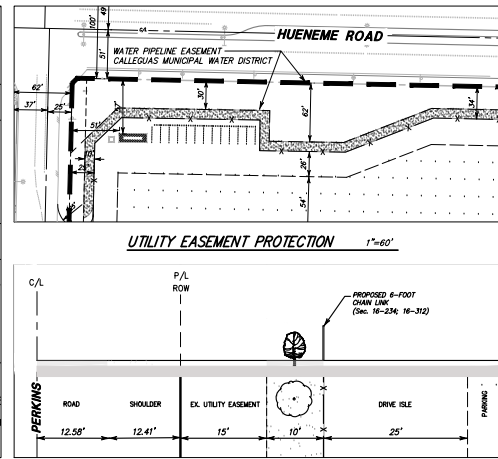
PRELIMINARY LAND USE DATA

- PROJECT LOCATION & PROPERTY INFORMATION**
APN: 231-0-092-105; 231-0-092-245
LOT SIZE: 28.66 AC; 4.04 AC
GENERAL PLAN: ILT; FRK
ZONING: M-1-PD; M-1-PD
- EXISTING SURROUNDING LAND USES**
GENERAL PLAN: ZONING DESIGNATION
NORTH: C2; C1 & C2
SOUTH: ILT & RP; C2
EAST: ILT; C2
WEST: ICD; M-1-PD & M-2-PD
- 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	
- PROPOSED SPECIAL USE PERMIT BOUNDARY**
AREA: 33.7 ACRES
- PROPOSED PARKING SPOTS**
PROPOSED EMPLOYEE DEDICATED PARKING: 12 SPACES
PROPOSED VEHICLE STORAGE PARKING: 4,944 SPACES (180 SPACES/ACRE) (5,486 SPACES X BOX PARKING EFFICIENCY)
- ASSUMES:**
- EACH SPACE REQUIRES 8'x18'
- ALL DRIVE AISLES ARE MINIMUM 25' WIDE
- 180 SPACES PER ACRE
- USING 8'x18" SPACES, PARKING AVAILABLE IS 5,486 SPACES. THERE IS A BOX PARKING SPACE EFFICIENCY CALCULATION (THIS ALLOWS 160 SPACES/ACRE)
- USABLE PARKING AREAS IS 27.47 ACRES
- PROPOSED STRUCTURES**
TEMPORARY GUARD SHACK TRAILER 240 S.F. 0.02% BUILDING COVERAGE



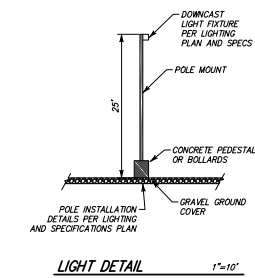
ENTRANCE/EXIT 1"=40'



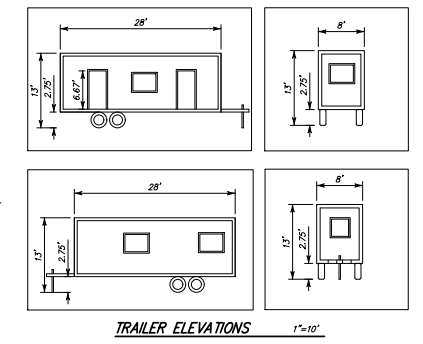
A - FENCE & LANDSCAPING SECTION 1"=60'

PROPOSED LIGHTING PLAN & FIXTURES:

• see Photometric Study and Specifications sheet



LIGHT DETAIL 1"=10'



TRAILER ELEVATIONS 1"=10'

JENSEN DESIGN
1672 DONLON STREET
VENTURA, CALIF. 93003
PHONE: 805/664-6977
FAX: 805/664-6978
www.jensen.com

SCALE: 1" = 80'
DATE: 11/2/2018
DWG. NAME: 5818 SUP.dwg

JNL: HUE25815

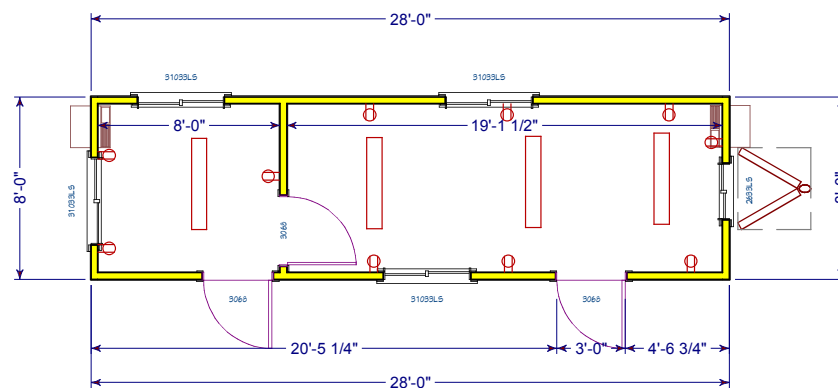
SPECIAL USE PERMIT
AUTO STORAGE AT PERKINS & HUENEME
PORT OF HUENEME

Hueneme Rd & Perkins Rd
City of Oxnard

COUNTY OF VENTURA STATE OF CALIFORNIA

SHEET 1
OF 1

API Inv#:082000021



Attachment:
Scale: 3/16"=1' @ 11x17
Last Revision Date: 11/13/2014
e-mail: sales@apitrailers.com
Web Site: www.apitrailers.com
Phone: 800 394-9217
Fax: 805 928-9190



API Inv#:082000021

Notes

ALL DOOR LOCATIONS, WINDOW LOCATIONS, & MEASUREMENTS ARE APPROXIMATE.

THESE DRAWINGS ARE THE PROPRIETARY WORK PRODUCT AND PROPERTY OF ATLAS PERFORMANCE INDUSTRIES, INC., DEVELOPED FOR THE EXCLUSIVE USE OF ATLAS PERFORMANCE INDUSTRIES, INC. USE OF THESE DRAWINGS AND CONCEPTS CONTAINED THEREIN WITHOUT THE WRITTEN PERMISSION OF ATLAS PERFORMANCE INDUSTRIES, INC. IS PROHIBITED AND MAY SUBJECT YOU TO A CLAIM FOR DAMAGES FROM ATLAS PERFORMANCE INDUSTRIES, INC.

Modular Building size: 8x28	Floor Cover: Charcoal Carpet	HVAC: Bard wall mount 2ea@1ton ea	
Electrical: 100-125 amp sub-panel, single phase, 110-220volt	Base Cove: 4" Vinyl Charcoal Gray	Code: Commercial Modular Department of Housing	
Interior wall Finish: Minnesota Birch	Windows: Aluminum	Body Paint: Sherwin Williams Gloss Latex, Color: Taupe	
Roofing: EPDM		Trim Paint: Sherwin Williams Gloss Latex, Color: White	
Siding: Smart Panel	Ceiling: T-Bar 2x4 suspended		
Exterior Doors: 3'-0" x 6'-8" Metal	Lighting: 2x4 Recessed Fluorescent		

Atlas Performance Industries, Inc. Phone: 800 394-9217 e-mail: sales@apitrailers.com

www.apitrailers.com

Vehicle Storage at Hueneme & Perkins

Temporary Office Trailer Photos



TMP SERVICES
2929 KANSAS AVE.
RIVERSIDE, CA 92507
(951) 213-3900 FAX (951) 213-3997

ACCESSIBLE RAMPS/LANDINGS/STAIRS

PROPRIETARY DESIGN: THIS DRAWING AND THE MATERIAL CONTAINED THEREIN ARE THE PROPERTY OF TMP SERVICES, INC. AND SHALL NOT BE REPRODUCED, COPIED OR OTHERWISE DISPOSED OF DIRECTLY OR INDIRECTLY AND SHALL NOT BE USED IN WHOLE OR IN PART TO ASSIST IN THE MAKING OF OR THE PURPOSE OF FURNISHING ANY INFORMATION FOR THE MAKING OF DRAWINGS, PRINTS, APPARATUS OR PARTS THEREOF WITHOUT THE FULL KNOWLEDGE AND CONSENT OF TMP SERVICES, INC. ALL PATENTABLE MATERIAL CONTAINED HEREIN AND ORIGINATED WITH TMP SERVICES, INC. SHALL BE THE PROPERTY OF TMP SERVICES, INC.

EXL
STRUCTURAL ENGINEERS, INC.

4081 RIVERSIDE DRIVE, SUITE 114
DANA, CALIFORNIA 91821

MEMBER
STRUCTURAL ENGINEERS
ASSOCIATION OF CALIFORNIA
AMERICAN CONCRETE
INSTITUTE
(909) 613-0234
Fax(909) 613-0238

NOTES:

LOADS:

1. RAMP LIVE LOAD = 100 PSF
2. NO SNOW LOADING
3. NO FLOOD LOADING
4. WIND:
WIND SPEED = 120 MPH
RISK CATEGORY = II
EXPOSURE = C
 $K_z = 1.0$
WIND DESIGN PER ASCE 7-10 CHAPTER 29
5. SEISMIC:
RISK CATEGORY = II
 $I_e = 1.0$
 $S_s = 3.73$
 $S_1 = 1.30$
SITE CLASS = D
 $S_{ps} = 2.487$
 $C_s = 0.9332$ (ASCE 7-10 EQUATION 15.4-2)
 $R = 3.25$ (ASCE 7-10 TABLE 15.4-1)

6. ALLOWABLE SOIL BEARING = 1000 PSF

CODES:

- 2016 CALIFORNIA ADMINISTRATIVE CODE (CAC)....(PART 1, TITLE 24, CCR)
2016 CALIFORNIA BUILDING CODE (CBC), VOLUMES 1 AND 2 (PART 2, TITLE 24, CCR) (2015 EDITION INTERNATIONAL BUILDING CODE WITH 2016 CALIFORNIA AMENDMENTS)
2016 CALIFORNIA FIRE CODE (CFC), (PART 9, TITLE 24, CCR) (2015 EDITION INTERNATIONAL FIRE CODE WITH 2016 CALIFORNIA AMENDMENTS)
2016 CALIFORNIA GREEN CODE (CFC), (PART 9, TITLE 24, CCR)
2016 CALIFORNIA REFERENCED CODE, (PART 12, TITLE 24, CCR)
NFPA 13 2016
NFPA 72 2016
2016 CODE SECTIONS FOR APPLICABLE STANDARDS
2016 CBC, CHAPTER 35
2016 CFC, CHAPTER 45

TABLE OF CONTENTS

Sheet No	Description	Dated	Revised
1	COVER SHEET	01 FEB. 2017	
2	ACCESSIBLE RAMP ELEVATIONS & DETAILS	01 FEB. 2017	
3	ACCESSIBLE RAMP DETAILS & NOTES	01 FEB. 2017	
4	DETAILS & NOTES	01 FEB. 2017	
5	ACCESSIBLE RAMP SWITCH BACK DETAILS	01 FEB. 2017	
6	STAIRS - OPTIONAL	01 FEB. 2017	
7	ACCESSIBLE RAMP OPTIONAL ALUMINUM DECK	01 FEB. 2017	
8	ACCESSIBLE RAMP ELEVATIONS & PLAN VIEWS	01 FEB. 2017	

ALTERNATE PLANK RAMP/LANDINGS

Sheet No	Description	Dated	Revised
1A	COVER SHEET	01 FEB. 2017	
2A	ACCESSIBLE RAMP ELEVATIONS & DETAILS	01 FEB. 2017	
3A	ACCESSIBLE RAMP DETAILS & NOTES	01 FEB. 2017	
4A	DETAILS & NOTES	01 FEB. 2017	
5A	ACCESSIBLE RAMP SWITCH BACK DETAILS	01 FEB. 2017	
6A	STAIRS - OPTIONAL	01 FEB. 2017	
7A	ACCESSIBLE RAMP OPTIONAL ALUMINUM DECK	01 FEB. 2017	
8A	ACCESSIBLE RAMP ELEVATIONS & PLAN VIEWS	01 FEB. 2017	

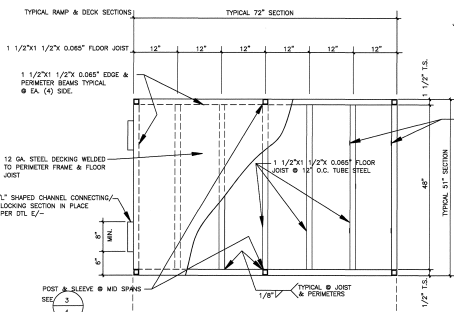
REVISIONS	BY



COVER SHEET
TMP SERVICES
2929 KANSAS AVE.
RIVERSIDE, CA 92507
PHONE: (951) 213-3900
FAX: (951) 213-3997

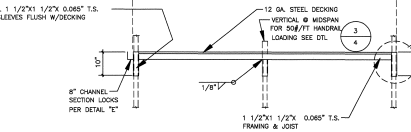
SITE:
STATE OF CALIFORNIA

DRAWN
CHECKED
DATE
01 FEB. 2017
SCALE
JOB NO.
1
OF 8 SHEETS



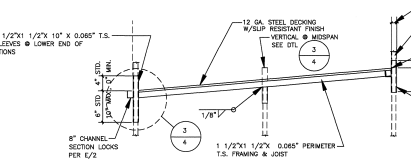
TYPICAL 6'-0" RAMP SECTION PLAN VIEW

SCALE: 3/4" = 1'-0"



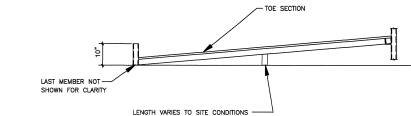
SIDE/END VIEW OF LEVEL DECK SECTION

SCALE: 3/4" = 1'-0"



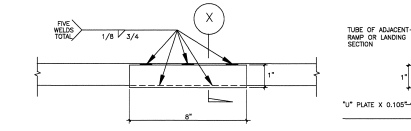
SIDE VIEW OF SLOPING RAMP SECTION TYPICAL

SCALE: 3/4" = 1'-0"

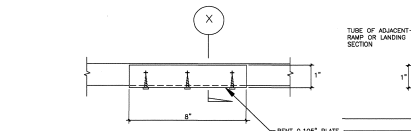


TOE SECTION

SCALE: 3/4" = 1'-0"

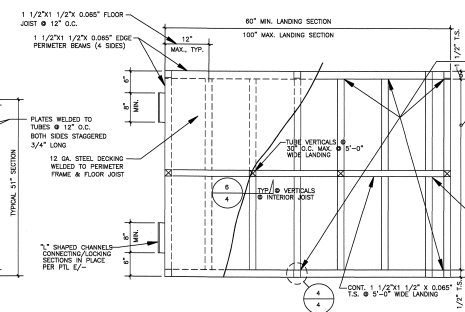


WELDED OPTION



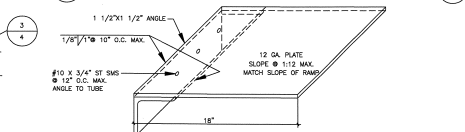
SMS OPTION

8" CHANNEL SECTION



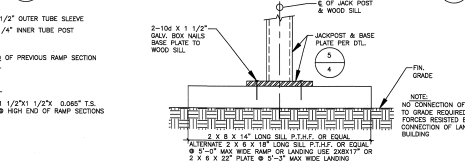
TYPICAL 7'-0" x 5'-0" LANDING

SCALE: 3/4" = 1'-0"



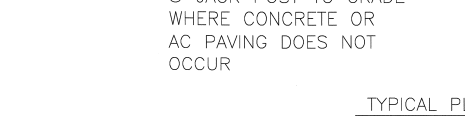
OPTIONAL TOE PLATE

SCALE: 3/4" = 1'-0"



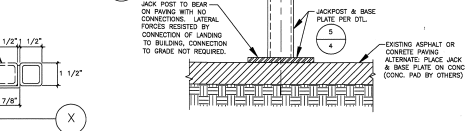
ALTERNATE WOOD SILLS @ JACK POST TO GRADE WHERE CONCRETE OR AC PAVING DOES NOT OCCUR

SCALE: 3/4" = 1'-0"



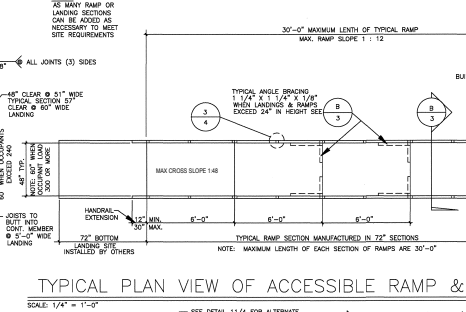
JACK POST TO PAVING

SCALE: 3/4" = 1'-0"



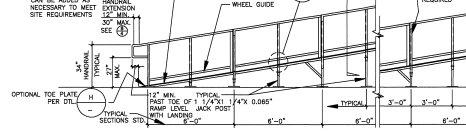
FILLER DETAIL

SCALE: 3/4" = 1'-0"



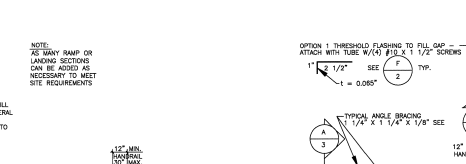
TYPICAL PLAN VIEW OF ACCESSIBLE RAMP & DECK LAYOUT

SCALE: 1/4" = 1'-0"



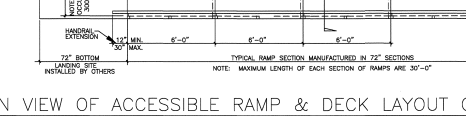
TYPICAL ELEVATION OF ACCESSIBLE RAMP & DECKING 30" OR LESS

SCALE: 1/4" = 1'-0"



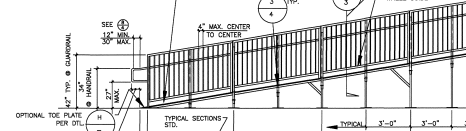
TYPICAL PLAN VIEW OF ACCESSIBLE RAMP & DECK LAYOUT OVER 30" DESIGN

SCALE: 1/4" = 1'-0"



TYPICAL ELEVATION OF ACCESSIBLE RAMP & DECKING

SCALE: 1/4" = 1'-0"



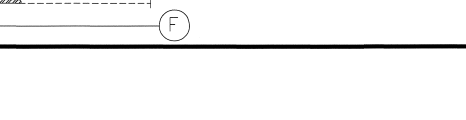
TYPICAL ELEVATION OF ACCESSIBLE RAMP & DECKING

SCALE: 1/4" = 1'-0"



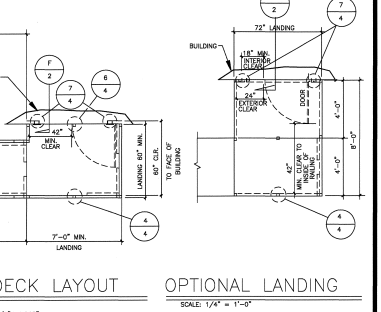
TYPICAL ELEVATION OF ACCESSIBLE RAMP & DECKING

SCALE: 1/4" = 1'-0"



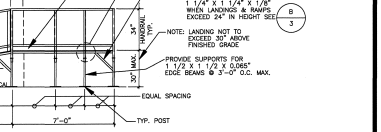
TYPICAL ELEVATION OF ACCESSIBLE RAMP & DECKING

SCALE: 1/4" = 1'-0"



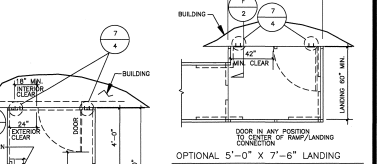
OPTIONAL LANDING

SCALE: 1/4" = 1'-0"



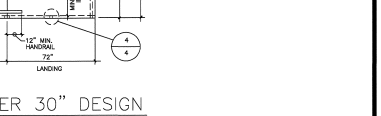
OPTIONAL LANDING

SCALE: 1/4" = 1'-0"



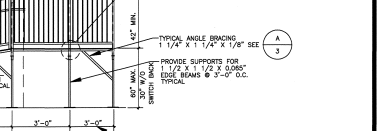
OPTIONAL LANDING

SCALE: 1/4" = 1'-0"



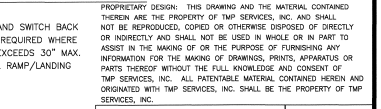
OPTIONAL LANDING

SCALE: 1/4" = 1'-0"



OPTIONAL LANDING

SCALE: 1/4" = 1'-0"



OPTIONAL LANDING

SCALE: 1/4" = 1'-0"



OPTIONAL LANDING

SCALE: 1/4" = 1'-0"

REVISIONS	
1	DATE: 01 FEB. 2017
2	SCALE: 1/4" = 1'-0"
3	JOB NO.
4	2
5	OF 8 SHEETS

STATE OF CALIFORNIA

TMP SERVICES, INC.

2929 KANSAS AVE.

RIVERSIDE, CA 92507

PHONE: (951)213-3800

FAX: (951)213-3897

SITE:

PROPRIETARY DESIGN: THIS DRAWING AND THE MATERIAL CONTAINED THEREIN ARE THE PROPERTY OF TMP SERVICES, INC. AND SHALL NOT BE REPRODUCED, COPIED OR OTHERWISE DISPOSED OF DIRECTLY OR INDIRECTLY AND SHALL NOT BE USED IN WHOLE OR IN PART TO ASSIST IN THE MAKING OF OR THE PURPOSE OF FURNISHING ANY INFORMATION FOR THE MAKING OF DRAWINGS, PRINTS, APPARATUS OR PARTS THEREOF WITHOUT THE FULL KNOWLEDGE AND CONSENT OF TMP SERVICES, INC. ALL PATENTABLE MATERIAL CONTAINED HEREIN AND ORIGINATED WITH TMP SERVICES, INC. SHALL BE THE PROPERTY OF TMP SERVICES, INC.

EXL STRUCTURAL ENGINEERS, INC.

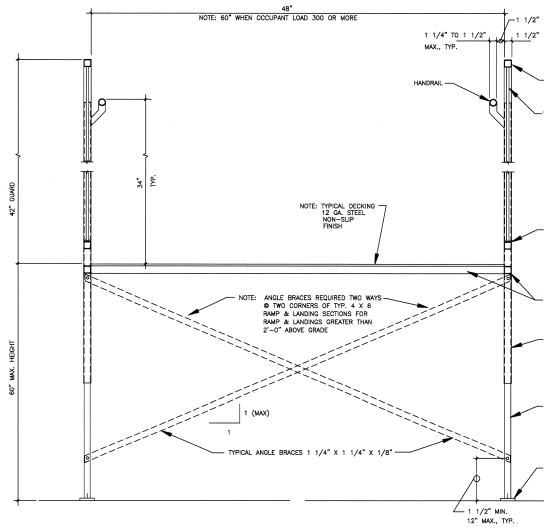
4081 INVERDE DRIVE, SUITE 114

ORLANDO, FLORIDA 32837

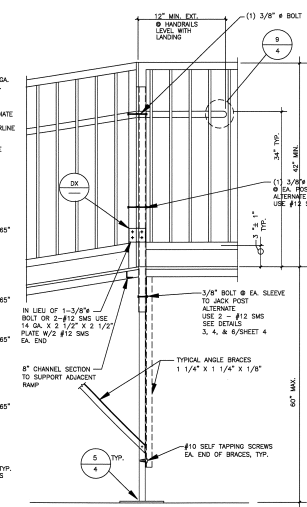
REGISTERED PROFESSIONAL ENGINEER

NO. 10000

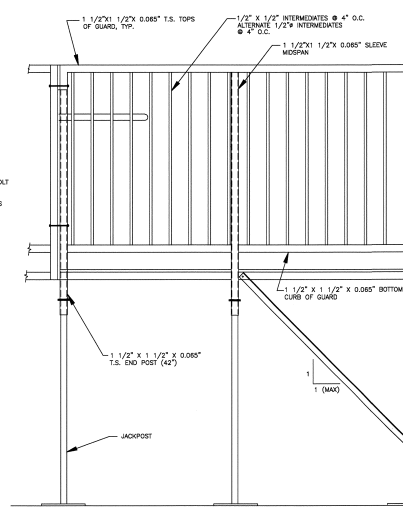
EXPIRATION DATE: 12/31/2018



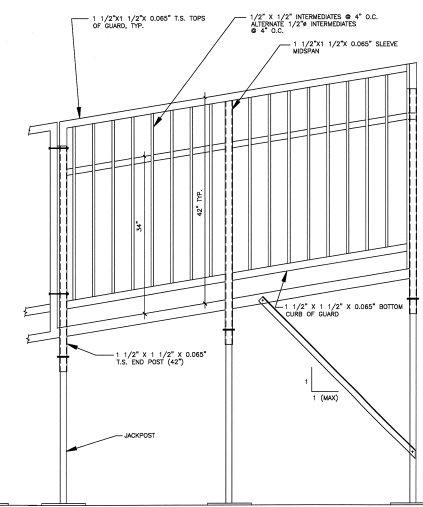
A TYPICAL CROSS SECTIONS +30"



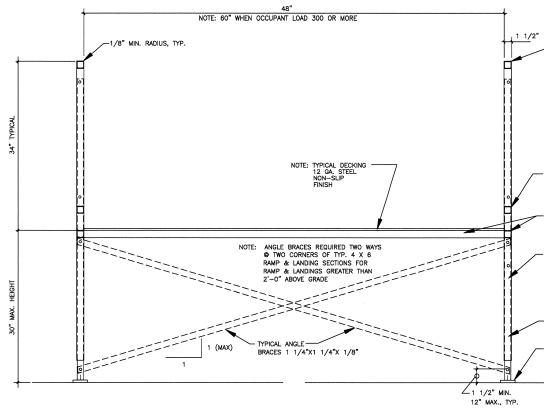
C POST SECTION +30"



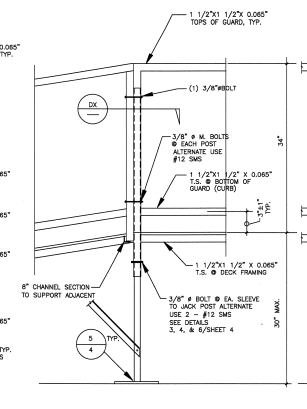
E LANDING RAIL LAYOUT +30"



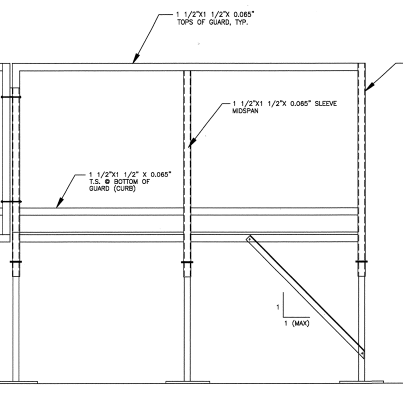
G RAMP RAILING LAYOUT +30"



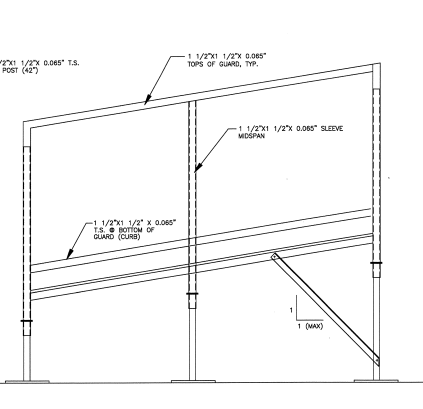
B TYPICAL CROSS SECTIONS -30"



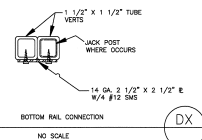
D POST SECTION -30"



F LANDING RAIL LAYOUT -30"



H RAMP RAILING LAYOUT -30"



PROPRIETARY DESIGN: THIS DRAWING AND THE MATERIAL CONTAINED THEREIN ARE THE PROPERTY OF TMP SERVICES, INC. AND SHALL NOT BE REPRODUCED, COPIED OR OTHERWISE DISPOSED OF DIRECTLY OR INDIRECTLY AND SHALL NOT BE USED IN WHOLE OR IN PART TO ASSIST IN THE MAKING OF OR THE PURPOSE OF FURNISHING ANY INFORMATION FOR THE MAKING OF DRAWINGS, PRINTS, APPARATUS OR PARTS THEREOF WITHOUT THE FULL KNOWLEDGE AND CONSENT OF TMP SERVICES, INC. ALL PATENTABLE MATERIAL CONTAINED HEREIN AND ORIGINATED WITH TMP SERVICES, INC. SHALL BE THE PROPERTY OF TMP SERVICES, INC.

EXL
STRUCTURAL ENGINEERS, INC.

4851 RANDOLPH DRIVE, SUITE 114
CHINO, CALIFORNIA 91710

OWNER
STRUCTURAL ENGINEERS
ASSOCIATION OF CALIFORNIA
AMERICAN CONCRETE
INSTITUTE

(909) 813-0234
Fax(909) 813-0238

REVISIONS	BY

STATE OF CALIFORNIA
LICENSED PROFESSIONAL ENGINEER
DATE SIGNED
FEB 09 2017

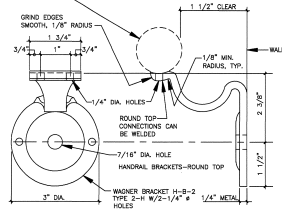
ACCESSIBLE RAMP
DETAILS & NOTES

TMP SERVICES
2925 N. 15TH AVE.
CHINO, CA 91710
PHONE: (951)213-3900
FAX: (951)213-3997

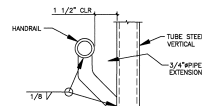
SITE:
STATE OF CALIFORNIA

DRAWN
CHECKED
DATE
01 FEB. 2017
SCALE
JOB NO.
3
OF 8 SHEETS

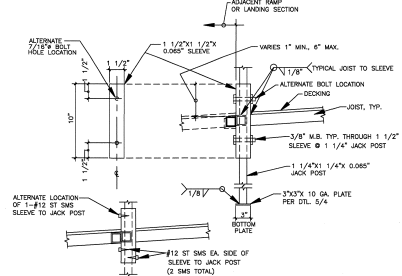
NOTE: HANDRAILS, THE GRIP PORTION SHALL NOT BE LESS THAN 1 1/4 INCHES
 NOR MORE THAN 1 1/2 INCHES, OR THE SHAPE SHALL PROVIDE AN
 EQUIVALENT GRIPPING SURFACE AND ALL SURFACES SHALL BE SMOOTH
 WITH NO SHARP CORNERS. HANDRAILS SHALL NOT ROTATE WITHIN
 THEIR FITTING. ANY WALL OR OTHER SURFACE ADJACENT TO THE
 HANDRAIL SHALL BE FREE OF SHARP OR ABRASIVE ELEMENTS, EDGES
 SHALL HAVE A MINIMUM RADIUS OF 1/8 INCH.



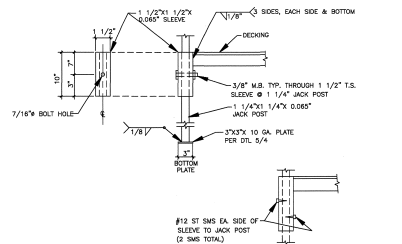
1 OPTIONAL HANDRAIL ARMS



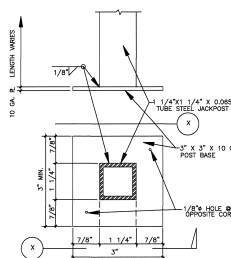
2 TYPICAL HANDRAIL ARMS



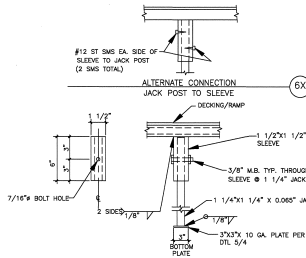
3 RAMP POST SLEEVES 1 1/2" T.S.



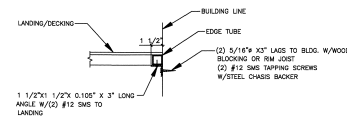
4 LANDING POST SLEEVES 1 1/2" T.S.



5 POST BASE

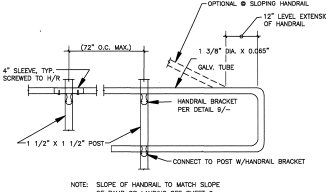


6 MID SPAN POST



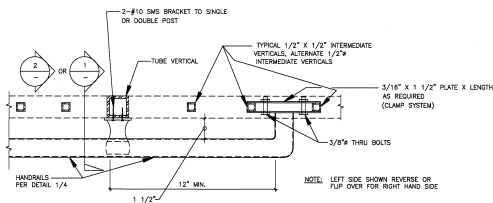
7 LANDING TO BUILDING

NOTE: DECK SECTIONS ARE FREE
 STANDING FOR VERTICAL
 LOADS.

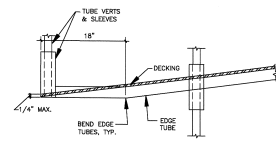


8 OPTIONAL CONNECTION @ HANDRAIL DETAIL

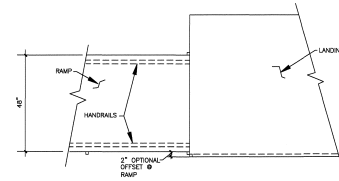
NOTE: SLOPE OF HANDRAIL TO MATCH SLOPE
 OF RAMP OR LANDING SEE SHEET 2.



9 OPTIONAL HANDRAIL DETAIL @ TOP OF STAIRS
 OR RAMP



10 TOE @ END OF RAMP



11 NO SCALE

NOTES:
 CODES:
 2014 CALIFORNIA BUILDING CODE (CBC)
 DESIGN LOADS:
 LIVE LOAD: 100 PSF
 WIND LOAD: SEE SHEET 1
 SEISMIC: SEE SHEET 1
 HANDRAIL & GUARD RAIL LOADS:
 50#/FT
 200# POINT LOAD
 MATERIAL SPECIFICATIONS:
 STEEL: ALL TUBE STEEL ASTM A-1008 CS TYPE A99 B (Fy = 40KSI)
 ALL STEEL TO BE COATED WITH A FLUORINATED COATING
 BOLTS: ASTM A307
 PLYWOOD OPTION: APA RATED STRUCT. EXTERIOR PLYWOOD
 WELDER: ALL WELDING SHALL CONFORM TO "AMERICAN WELDING SOCIETY
 D-1.3-2008 FOR SHEET STEEL"
 ELECTRODES SHALL BE E70XX
 GENERAL NOTES:
 1) RAMP HAVING SLOPES STEEPER THAN 1 VERTICAL TO 20
 HORIZONTAL SHALL HAVE LANDINGS AT TOP AND BOTTOM AND
 AT LEAST ONE INTERMEDIATE LANDING SHALL BE PROVIDED FOR EACH
 30° OF INCL. PER CBC 11B-405.7.
 2) LOCATION OF LANDINGS:
 LANDINGS SHALL BE PROVIDED AT TOP AND BOTTOM OF EACH RAMP.
 INTERMEDIATE LANDINGS SHALL BE PROVIDED AT INTERVALS NOT
 EXCEEDING 30 INCHES OF VERTICAL RISE AND AT EACH CHANGE OF
 DIRECTION. LANDINGS ARE NOT CONSIDERED IN DETERMINING THE
 MAXIMUM HORIZONTAL DISTANCE OF EACH RAMP.
 NOTE: EXAMPLES OF RAMP DIMENSIONS ARE:
 SLOPE MAX. RISE (INCHES) MAX. HORIZONTAL PROJECTION
 1:12 30 30'-0"
 1:16 30 40'-0"
 1:20 30 50'-0"
 1:15 30 37'-6"
 3) SIZE OF TOP LANDINGS: TOP LANDINGS SHALL NOT BE LESS THAN 60 INCHES WIDE
 AND SHALL HAVE A LENGTH OF NOT LESS THAN 60 INCHES IN THE DIRECTION OF RAMP
 RUN, PER CBC 11B-405.7.2 AND 3.
 4) DOORS IN ANY POSITION SHALL NOT REDUCE THE MINIMUM
 DIMENSION OF THE LANDING TO LESS THAN 42" AND SHALL NOT
 REDUCE THE REQUIRED WIDTH BY MORE THAN 3" WHEN FULLY
 OPENED, CBC 11B-405.7.5.
 5) RAMP SHALL BE CONSTRUCTED AS REQUIRED FOR STAIRWAYS.
 6) THE SURFACE OF RAMP SHALL BE ROUGHED OR SHALL BE OF SLIP-
 RESISTANT MATERIAL, TYP. FOR LANDINGS & STAIRS.
 7) RAMP REQUIREMENTS SHALL BE PER CBC 11B-405.
 8) RAMP SHALL CONFORM TO CBC 11B-405.
 9) STRIKE EDGE EXTENSION: THE WIDTH OF THE LANDING SHALL EXTEND 24" PAST
 THE STRIKE EDGE OF ANY DOOR OR GATE FOR EXTERIOR RAMPS AND 18" PAST
 THE STRIKE EDGE FOR INTERIOR RAMPS.
 10) LANDING WIDTH: AT BOTTOM AND INTERMEDIATE LANDINGS, THE WIDTH
 SHALL BE AT LEAST THE SAME AS REQUIRED FOR RAMPS, CBC 11B-405.7.4.
 11) THE WIDTH OF RAMPS SHALL BE AS REQUIRED PER STAIRWAYS
 AND EXITS, CBC 11B-405.5.
 12) SLOPE RAMPS AND LANDINGS AS REQUIRED TO PREVENT ACCUMULATION
 OF WATER ON WALKING SURFACES.
 13) ALL WORK SHALL CONFORM TO TITLE 24 CALIFORNIA CODE OF REGULATIONS
 TITLE 24, CCR.

REVISIONS	BY



DETAILS
 AND NOTES
 TAP SERVICES, INC.
 2929 KANSAS AVE
 RIVERSIDE, CA 92507
 PHONE: (951)213-3900
 FAX: (951)213-3997

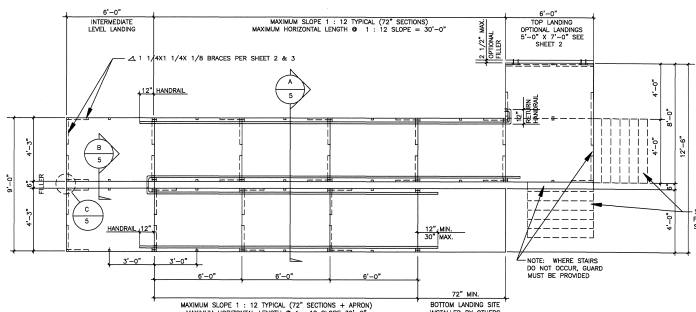
SITE:
 STATE OF CALIFORNIA

DRAWN	
CHECKED	
DATE	01 FEB. 2017
SCALE	
JOB NO.	

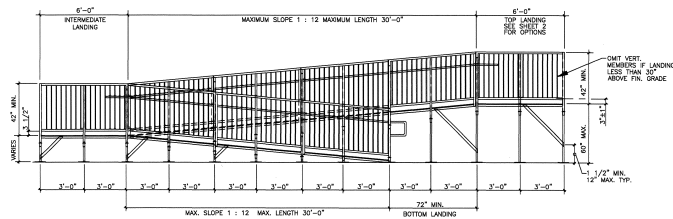
OF 8 SHEETS

EXL
 STRUCTURAL ENGINEERS, INC.
 4091 RIVERSIDE DRIVE, SUITE 114
 CINDA, CALIFORNIA 91710
 MEMBER
 STRUCTURAL ENGINEERS
 ASSOCIATION OF CALIFORNIA
 AMERICAN CONCRETE
 INSTITUTE
 (909) 813-0234
 FAXING 813-353-8288

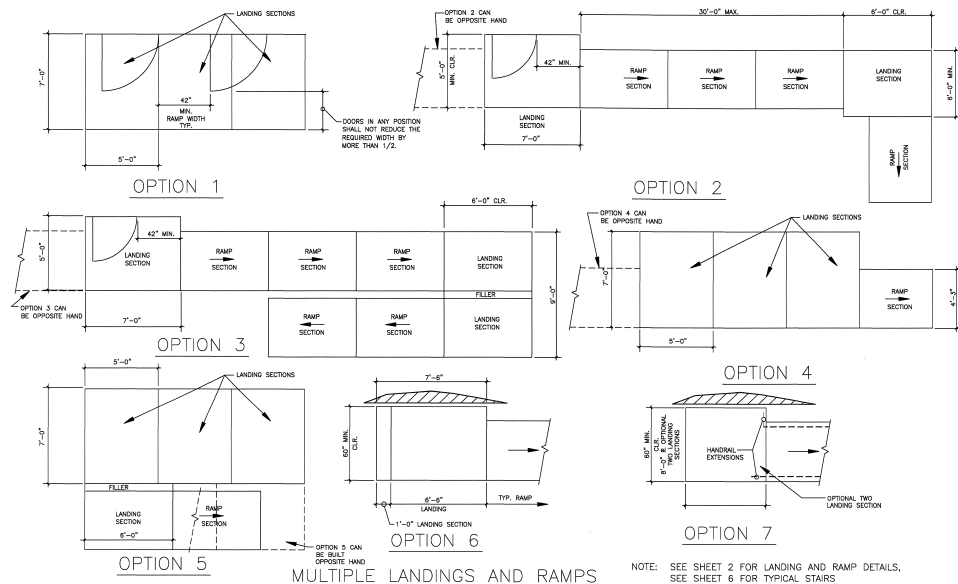
TAP USED 3013 STEEL SHEET 4 AND



TYPICAL PLAN VIEW OF ACCESSIBLE RAMP WITH SWITCH-BACK & PLATFORMS
SCALE: 1/4" = 1'-0"

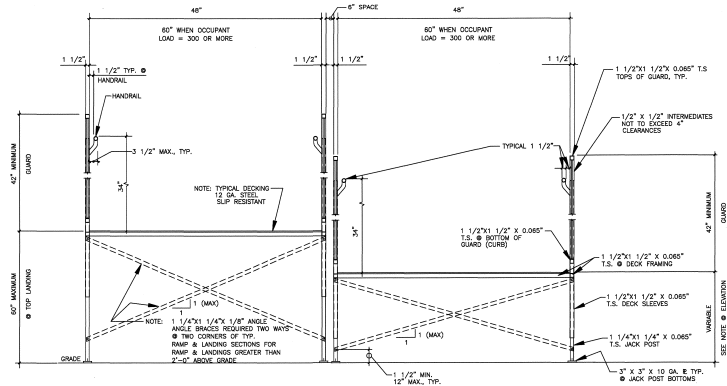


TYPICAL ELEVATION OF ACCESSIBLE RAMP W/SWITCH-BACK RAMP
SCALE: 1/4" = 1'-0"



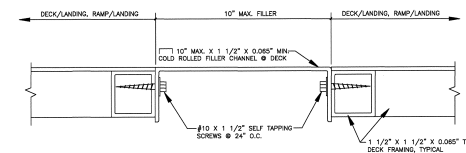
MULTIPLE LANDINGS AND RAMPS

NOTE: SEE SHEET 2 FOR LANDING AND RAMP DETAILS, SEE SHEET 6 FOR TYPICAL STAIRS



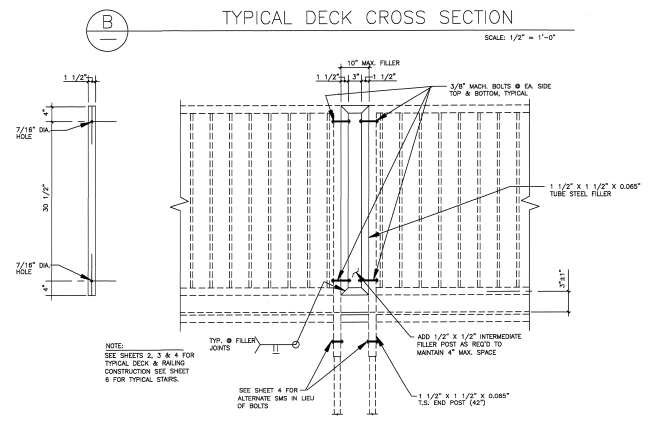
TYPICAL CROSS SECTIONS

SCALE: 1/4" = 1'-0"



TYPICAL DECK CROSS SECTION

SCALE: 1/2" = 1'-0"



TYPICAL GUARDRAIL FILLER

SCALE: 3/4" = 1'-0"

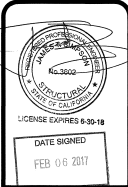
PROPRIETARY DESIGN: THIS DRAWING AND THE MATERIAL CONTAINED THEREIN ARE THE PROPERTY OF TMP SERVICES, INC. AND SHALL NOT BE REPRODUCED, COPIED OR OTHERWISE DISPOSED OF DIRECTLY OR INDIRECTLY AND SHALL NOT BE USED IN WHOLE OR IN PART TO ASSIST IN THE MAKING OF OR THE PURPOSE OF FURNISHING ANY INFORMATION FOR THE MAKING OF DRAWINGS, PRINTS, APPARATUS OR PARTS THEREOF WITHOUT THE FULL KNOWLEDGE AND CONSENT OF TMP SERVICES, INC. ALL PATENTABLE MATERIAL CONTAINED HEREIN AND ORIGINATED WITH TMP SERVICES, INC. SHALL BE THE PROPERTY OF TMP SERVICES, INC.

EXL
STRUCTURAL ENGINEERS, INC.

4381 RIVERSIDE DRIVE, SUITE 114
CARLS, CALIFORNIA 94701

MEMBER
STRUCTURAL ENGINEERS
ASSOCIATION OF CALIFORNIA
AMERICAN CONCRETE
INSTITUTE
(909) 613-3224
FAX (909) 613-3228

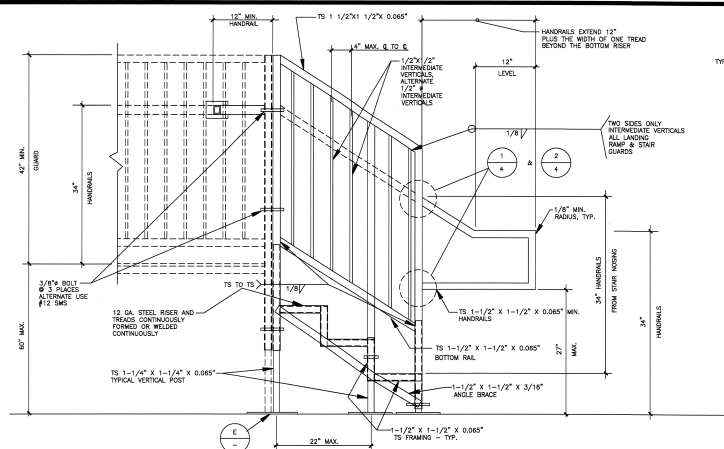
REVISIONS	BY



DATE SIGNED
FEB 06 2017
ACCESSIBLE RAMP
SWITCHBACK DETAILS
TMP SERVICES
2929 KANIS AVENUE
RIVERSIDE, CA 92507
PHONE: (951)213-3900
FAX: (951)213-3997

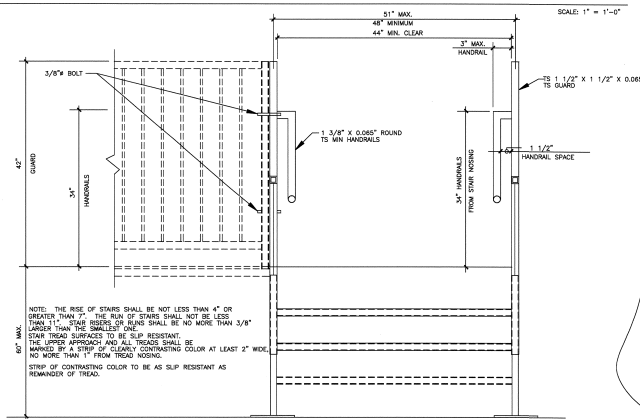
SITE:
STATE OF CALIFORNIA

DRAWN	
CHECKED	
DATE	01 FEB 2017
SCALE	
JOB NO.	
	5
OF	8 SHEETS



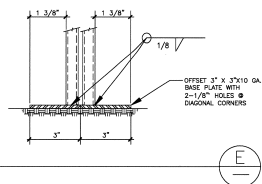
SIDE VIEW

A

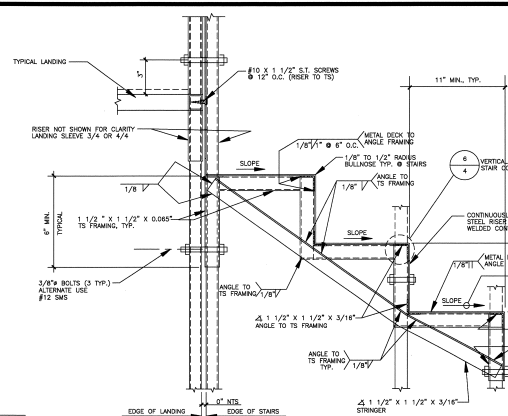


FRONT VIEW

C

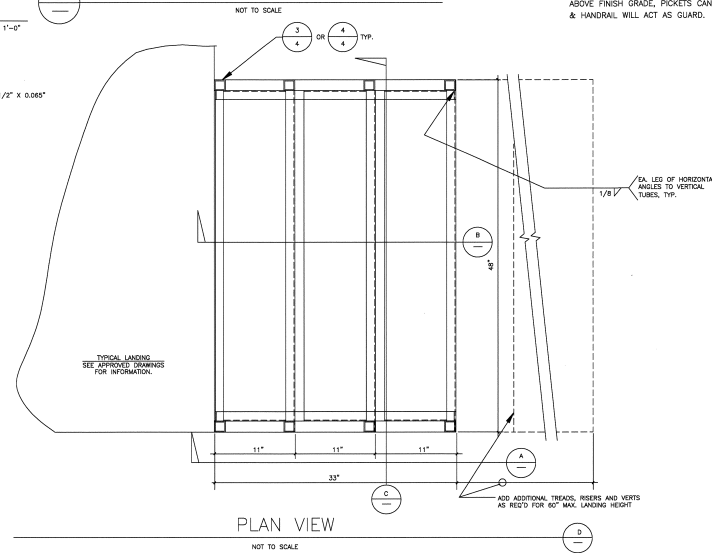


E



SECTION

B



PLAN VIEW

D

NOTE: PICKETS & 42" HIGH GUARD REQUIRED FOR THRESHOLD HEIGHTS GREATER THAN 30" ABOVE FINISH GRADE.
FOR THRESHOLD HEIGHTS LESS THAN 30" ABOVE FINISH GRADE, PICKETS CAN BE OMITTED & HANDRAIL WILL ACT AS GUARD.

PROPRIETARY DESIGN: THIS DRAWING AND THE MATERIAL CONTAINED THEREIN ARE THE PROPERTY OF TMP SERVICES, INC. AND SHALL NOT BE REPRODUCED, COPIED OR OTHERWISE DISPOSED OF DIRECTLY OR INDIRECTLY AND SHALL NOT BE USED IN WHOLE OR IN PART TO ASSIST IN THE MAKING OF OR THE PURPOSE OF FURNISHING ANY INFORMATION FOR THE MAKING OF DRAWINGS, PRINTS, APPARATUS OR PARTS THEREOF WITHOUT THE FULL KNOWLEDGE AND CONSENT OF TMP SERVICES, INC. ALL PATENTABLE MATERIAL CONTAINED HEREIN AND ORIGINATED WITH TMP SERVICES, INC. SHALL BE THE PROPERTY OF TMP SERVICES, INC.

EXL STRUCTURAL ENGINEERS, INC. 4881 RIVERSIDE DRIVE, SUITE 114 CINDO, CALIFORNIA 91710	MEMBER STRUCTURAL ENGINEERS ASSOCIATION OF CALIFORNIA AMERICAN CONCRETE INSTITUTE
	(S)065 613-0234 (F)065 613-0238

REVISIONS	BY

LICENSE EXPIRES 6-30-18
 DATE SIGNED
 FEB 06 2017

STAIRS OPTIONAL
 TMP SERVICES
 9939 KANSAS AVE.
 RIVERSIDE, CA 92507
 PHONE: (951)213-3900
 FAX: (951)213-3997

SITE:
 STATE OF CALIFORNIA

DRAWN CHECKED 01 FEB. 2017 SCALE JOB NO.	6 OF 8 SHEETS
--	------------------



NOTES:

MATERIAL SPECIFICATIONS:

ALUMINUM:

1 1/4x 1 1/4x 1/8 ANGLE 6063 TD
1 1/2x 1/2x 1/8 CHANNEL 6063 TD
DECK PLANKS 6063 TS
STAIR PLANKS 6063 TS

BOLTS: ALUMINUM 6061-T6, 2024-T4 OR 7075-T73, ALTERNATE USE TYPE 304 STAINLESS STEEL BOLTS WITH STAINLESS STEEL WASHERS.

WELDS: ALL WELDING SHALL CONFORM TO AMERICAN WELDING SOCIETY D1.1-2008 FOR ALUMINUM. ELECTRODES SHALL BE 5356 OR 5554 FOR 6063-T5 ALUMINUM & SHALL BE 5056 FOR 6061-T6 ALUMINUM.

SEE SHEET 4 FOR GENERAL NOTES

Professional Engineer Seal for James J. Simpson, No. 3602, State of California. The seal includes the text "JAMES J. SIMPSON", "No. 3602", "STRUCTURAL", "STATE OF CALIFORNIA", and "LICENSE EXPIRES 06-18". Below the seal, a box contains the text "DATE SIGNED" and "FEB 06 2017".

SITE:

STATE OF CALIFORNIA

7

OF 8 SHEETS

EXL
STRUCTURAL ENGINEERS, INC.
4001 RIVERSIDE DRIVE, SUITE 114
CHINO, CALIFORNIA 91710
(909) 613-0234
Fax (909) 613-0238

Medium Solar Light Towers

- Four high-output LED lights on 20-foot tower
- Long run times
- Automatic and manual operating modes
- Battery powered and solar charged
- Maintenance-free AGM batteries

Wanco's Medium Solar Light Towers provide bright lighting for areas up to 9,900 square feet, with longer run times than our small light tower. Common applications include overflow parking lots, small construction sites, material staging areas and freight yards.

These light towers feature four high-efficiency, high-output LED light fixtures that provide twice the light of our small light tower. The 20-foot telescoping tower rotates nearly 360 degrees without lowering the lights, which operate at any height. The lights can be individually aimed without the use of tools, and they stay where you point them. The tower remains vertical at all times, and the trailer's low center of gravity keeps the tower stable.

Batteries provide power and an automated solar-based charging system keeps the batteries charged. Functions include manual control and a choice of automatic modes that include dusk-to-dawn operation. Autonomous operation is possible from spring through fall in most locations.

Brief specifications

Lights	Four adjustable light fixtures
Luminosity	13,500 lumens per fixture 54,000 total lumens
Coverage area	9900 sq. ft.
Power draw	100 watts per light fixture
Light height	20 feet when fully extended; lights operate at any height
Batteries	800 Ah, wired as a 24-volt system
Solar	1050 W
Charger	40 A
Deployed footprint	181 × 111 in. (460 × 282 cm), L × W
Deployed height	236 in. (599 cm)
Travel height	108 in. (273 cm)
Weight, approx.	1900 lbs. (862 kg)

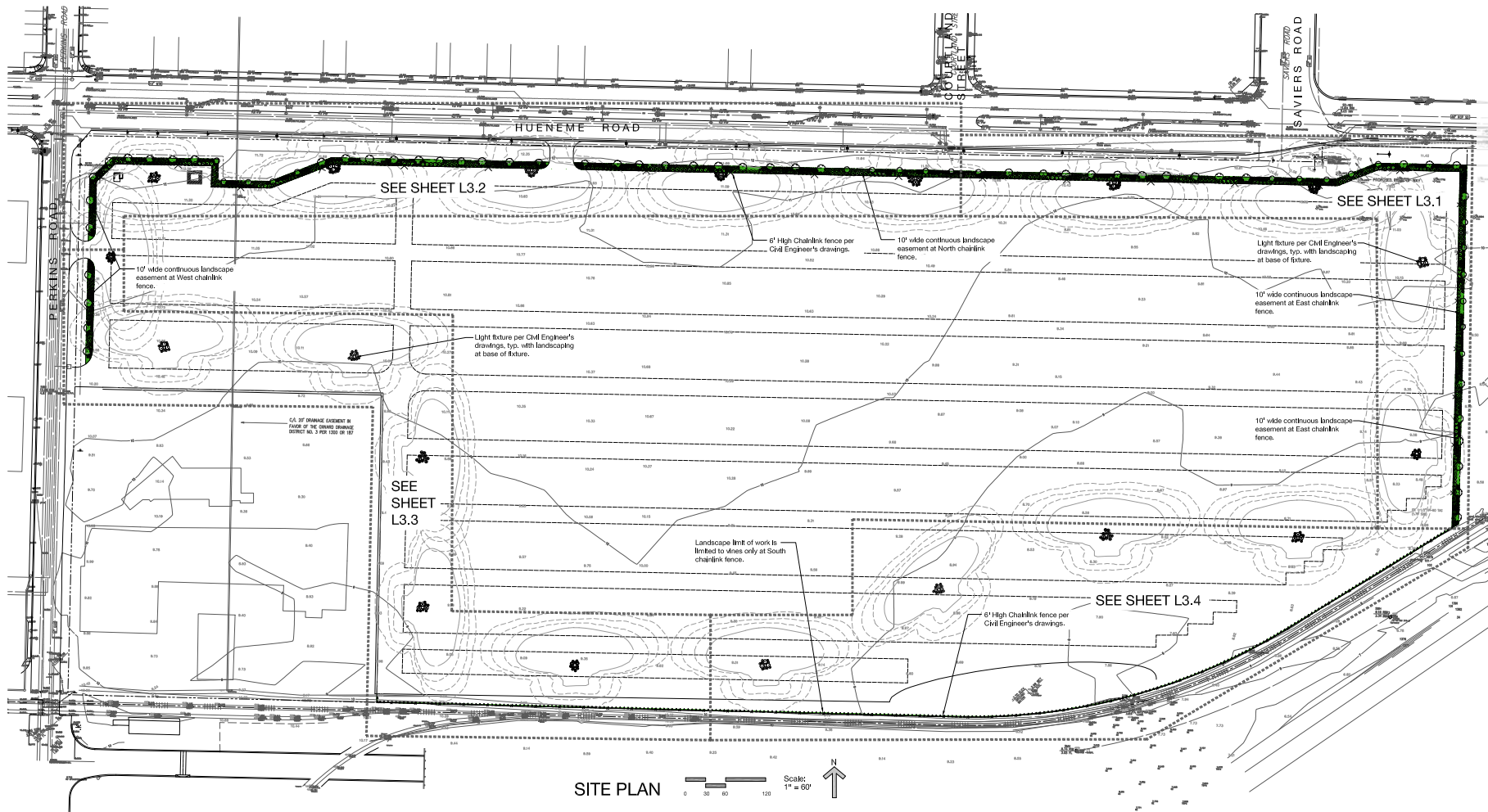
Options

Light fixtures	Four 60 W Four 100 W*
Batteries	Four AGM, 400 Ah total capacity Eight AGM, 800 Ah total capacity*
Solar	600, 900 or 1050* watts

*Pictured



Drawing Name: C:\Users\mcc\OneDrive\Documents\Projects\Hueneme\Hueneme Auto Storage\Hueneme Auto Storage Landscape Cover Sheet.dwg; Plot Date: 2018-11-16 1:28 PM



SITE PLAN

Scale: 1" = 60'

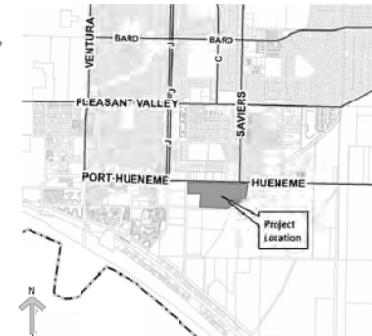
Landscape Scope of Work / Design Intent:

Installation of a 6' high chainlink fence and coastal California native and adopted species landscaping at West, North and East property lines for vegetative screening of an automotive storage facility. The goal is to have the chainlink fence 90% covered from the public side of the fence with vines and other plantings within 6 months after planting installation.

Total new landscaping proposed is 30,059 square feet.

Temporary drip irrigation will be installed at all new landscaping.

Site Vicinity Map (not to scale):



Sheet Index:

Sheet #	Sheet Title
L1.0	Landscape Cover Sheet
L2.1	Irrigation Plan and Irrigation Notes
L2.2	Irrigation Plan and Irrigation Details
L3.1	Planting Plan, Planting Details and Planting Notes
L3.2	Planting Plan
L3.3	Planting Plan
L3.4	Planting Plan



KIESEL+DESIGN
Landscape Architecture
423 East Main Street
Ventura, CA 93001
(805) (805) 947.0730
jack@kieseldesign.com
CL# 5206

Auto Storage At:
Perkins Road and
Huene Road
Port of Hueneme
CA, 93003

Revisions:
NAME DATE



Type: Construction Drawings
Submitted Date:
November 16, 2018

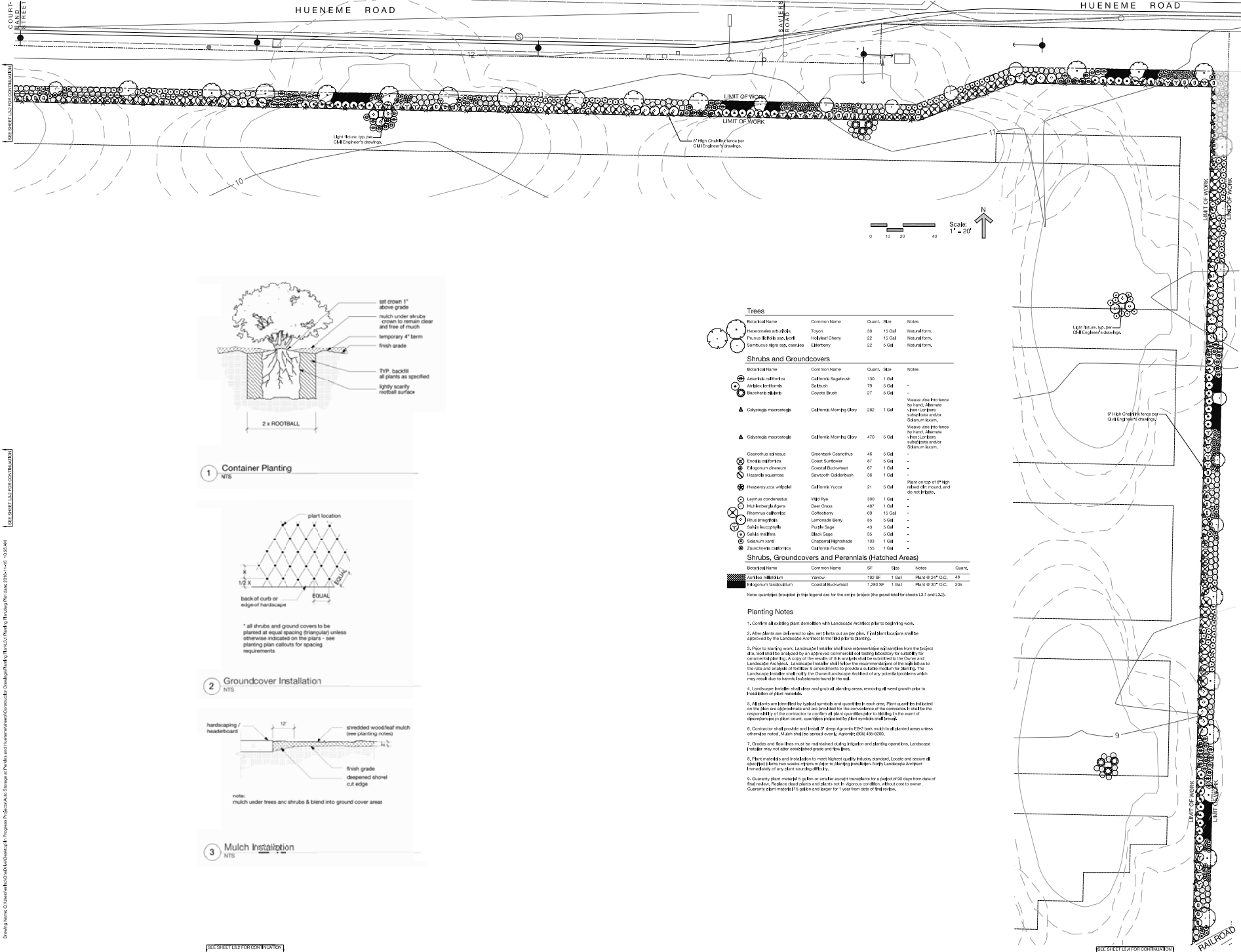
Drawn By:
NAME DATE
EC 11/16/2018

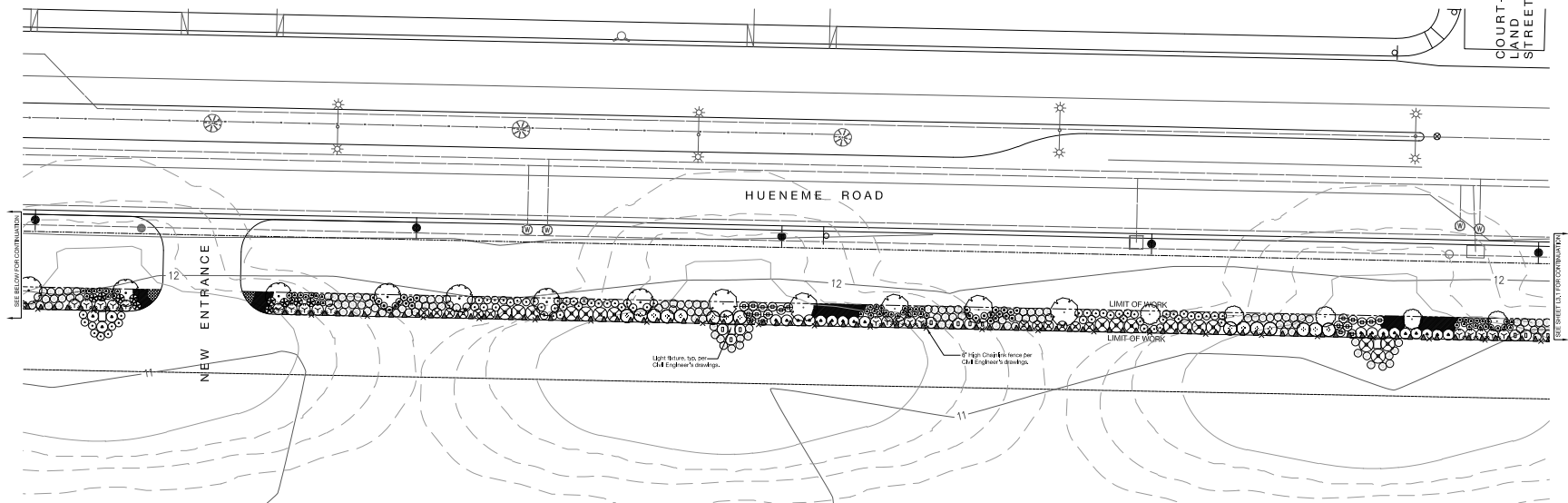
© 2018 Kiesel+Design. All rights reserved. No part of this drawing may be reproduced without written permission from Kiesel+Design.

Title:
Landscape Cover
Sheet

Sheet Number:

L1.0





Trees

Botanical Name	Common Name	Quant.	Size	Notes
<i>Hamamelis arborescens</i>	Togon	30	15 Gal	Natural form.
<i>Prunus Malbica</i> ssp. <i>hond</i>	Holland Cherry	22	15 Gal	Natural form.
<i>Sambucus nigra</i> ssp. <i>caerulea</i>	Elkberry	22	5 Gal	Natural form.

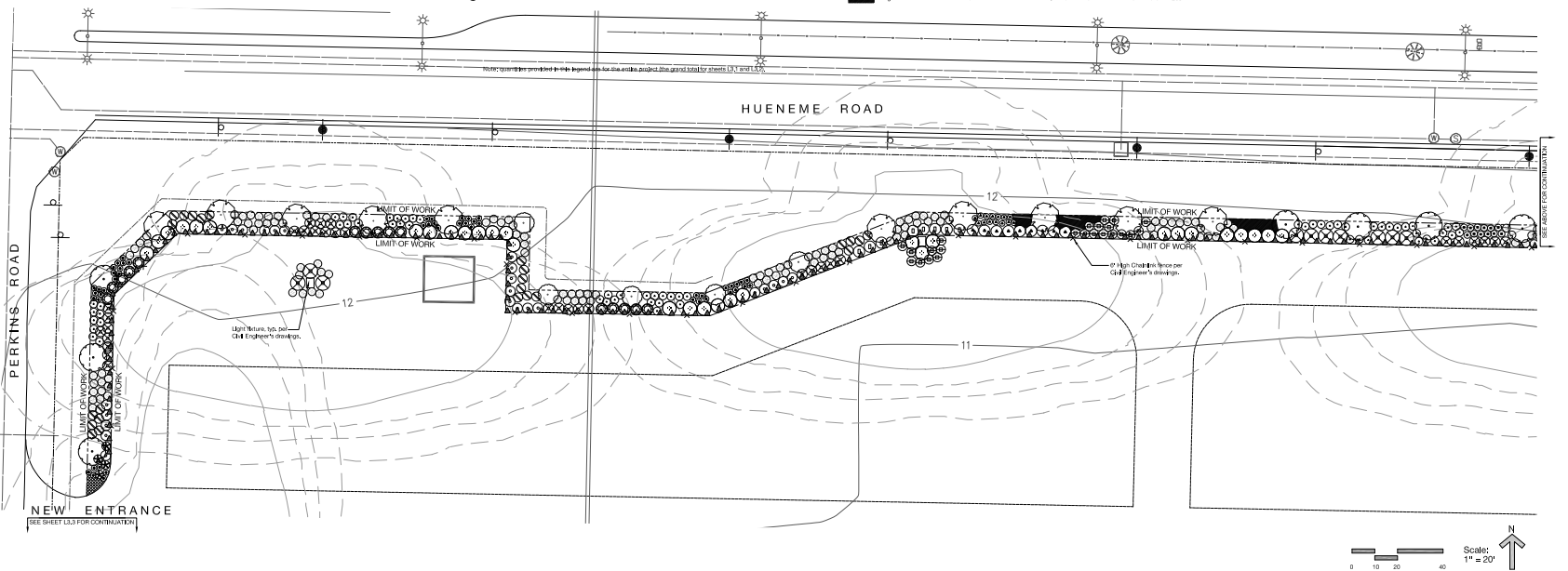
Shrubs and Groundcovers

Botanical Name	Common Name	Quant.	Size	Notes
<i>Artemisia californica</i>	California Sagebrush	130	1 Gal	-
<i>Artemisia tridentata</i>	Saltbush	79	5 Gal	-
<i>Baccharis pilularis</i>	Coyote Brush	27	5 Gal	-
<i>Calystegia macrostegia</i>	California Morning Glory	282	1 Gal	Where site into fence to fence alternate where California subcalifornica and/or Salicornia Basium.
<i>Calystegia macrostegia</i>	California Morning Glory	470	5 Gal	Where site into fence to fence alternate where California subcalifornica and/or Salicornia Basium.
<i>Ceanothus velutinus</i>	Greenback Ceanothus	46	5 Gal	-
<i>Encelia californica</i>	Coast Sunflower	87	5 Gal	-
<i>Eriogonum chrysanthum</i>	Coastal Buckwheat	67	1 Gal	-
<i>Hesperis matronalis</i>	Seashore Goldenbush	26	1 Gal	-

<i>Hesperis matronalis</i>	California Yucca	21	5 Gal	Plant on top of 6" high raised up mound and do not irrigate.
<i>Leymus condensatus</i>	Walt Rye	300	1 Gal	-
<i>Muhlenbergia rigens</i>	Deer Grass	457	1 Gal	-
<i>Thamnos californicus</i>	California Sage	89	15 Gal	-
<i>Thymus latifolius</i>	Lemonade Berry	80	5 Gal	-
<i>Salvia leucostachya</i>	Purple Sage	43	5 Gal	-
<i>Salvia melliss</i>	Black Sage	35	5 Gal	-
<i>Salicornia vermiculata</i>	Coastal Nightshade	103	1 Gal	-
<i>Zauschneria californica</i>	California Fuchsia	150	1 Gal	-

Shrubs, Groundcovers and Perennials (Hatched Areas)

Botanical Name	Common Name	SF	Size	Notes	Quant.
<i>Artemisia californica</i>	Yarrow	182 SF	1 Gal	Plant @ 24" O.C.	48
<i>Eriogonum fasciculatum</i>	Coastal Buckwheat	1,280 SF	1 Gal	Plant @ 36" O.C.	205



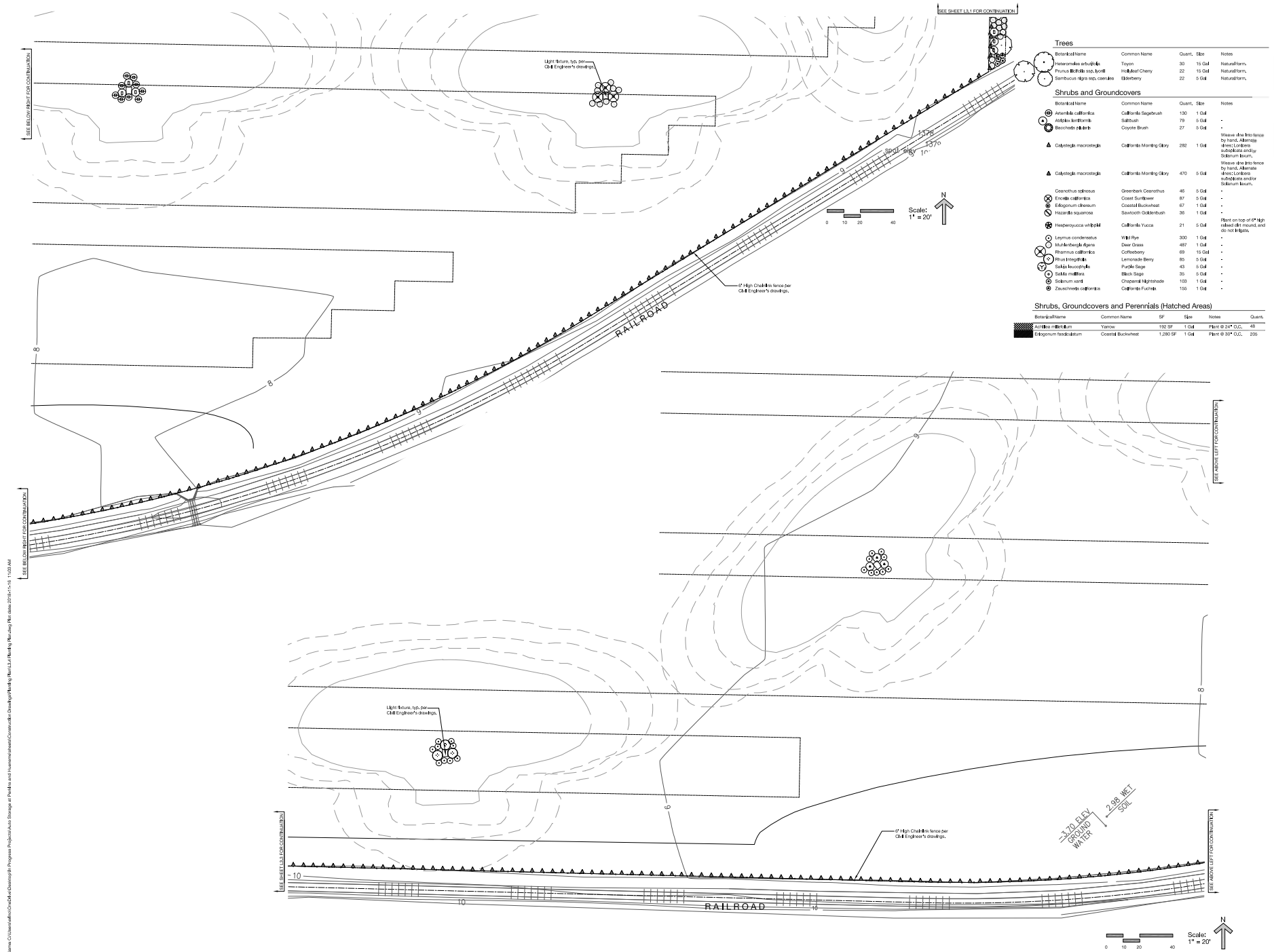
Rev	By	NAME	DATE
-----	----	------	------

Type: Construction Drawings
 Submit Date:
 November 16th, 2018

© 2018 [Hood Design](#). The design, icons and/or
represented by these documents are the property of [Hood Design](#). Use or copy is prohibited by copyright law. The use
or re-use of these icons or photos is prohibited without
or is prohibited by [Hood Design](#).

Sheet Number:

L3.3



Attachment:

C. Final Environmental Impact Report No. 22-01
www.oxnard.org/city-department/community-development/planning/environmental-documents/

Attachment:

D. General Plan Consistency Table

Attachment D

General Plan Consistency Table for Port of Hueneme Temporary Outdoor Vehicle Storage Facility Industrial Limited (ILT) and Park (PRK) Designations

Policy	Level	Policy or Title	Explanation
SC-1.1	II	Inventory and Monitor GHG Emissions	GHG emissions associated with the proposed project have been quantified. Refer to EIR Section 5.8, Greenhouse Gas Emissions.
SC-2.3	II	Sea Level Rise Consideration in Decision Making	The 2030 General Plan Figure 2-1, California Flood Risk: Sea Level Rise (Oxnard area), depicts the extent of a coastal storm flood event after sea level has increased by 5.2 inches by the year 2030. Per Figure 2-1, the project site is not presently mapped in an area that could be subject to sea level rise by the year 2030.
SC-3.8	II	Require Use of Passive Energy Conservation Design	The proposed project includes solar lighting.
CD-1.2	I	Infill Development, Priority to Mixed Use	The proposed project is surrounded by urban development and therefore is infill development. The project results in fewer vehicle trips/vehicle miles traveled and less greenhouse gas emissions than current operations. The proposed project is sustainable development with features such as native landscaping and solar lighting.
CD-1.10	II	Jobs-Housing Balance	The proposed project would be staffed by 14 employees, which

			would add jobs on a site designated for industrial uses.
CD-3.1	II	Neighborhood Preservation	The proposed project includes a 30-foot landscaped buffer and fencing along Hueneme Road and Perkins Road. The closest residential uses are located east of Saviers Road and north of Hueneme Road. The proposed project does not introduce industrial uses north of Hueneme Road, thus, the existing residential neighborhoods north of Hueneme Road would not be subject to encroachment of industrial uses. The EIR reviews all environmental topical areas and the analysis concludes that the proposed project minimizes or mitigates all environmental impact to less than significant levels.
CD-5.1	I	Industrial Clustering	The proposed project is located in an area of the City zoned for industrial uses. The Advanced Water Purification Facility (AWPF) is located immediately adjacent to the site, and permitted coastal dependent industrial uses are located to the west of the project site. Proposed industrial development to the east of the project site is in the permit process.
CD-5.2	II	Compatible Land Use	The proposed project includes

			a 30-foot landscaped buffer and fencing along Hueneme Road and Perkins Road. The closest residential uses to the project site are located east of Saviers Road and north of Hueneme Road. The project site location on the south side of Hueneme Road provides additional buffering between the proposed project and residential uses north of Hueneme Road to ensure land use compatibility issues are less than significant. Additionally, noise, air quality, and odor impacts associated with the proposed project have been reviewed and analyzed in the EIR (Section 5.3, Air Quality, and Section 5.13, Noise).
CD-5.3	I	Available Services	The proposed project is located in an area of the City with access to municipal services, connections to water and storm drain facilities, and access to a variety of transportation options, including vehicle, bus, bicycle, and walking.
CD-5.4	II	Environmentally Friendly and “Green” Industry	The proposed project would reduce pollution and noise from the current conditions of the operator which transports vehicles to and from the Port at a greater distance than the proposed project location.
CD-5.5	I	“Green” Major Transportation	The proposed project is located

		Routes	on the southern side of Hueneme Road, which is a commercial truck route, and would facilitate goods movement to/from the Port of Hueneme along a roadway designed for such purpose without decreasing the level of service (EIR Section 5.19, Transportation).
CD-8.1	II	Limiting Development	The proposed project is located in an area of the City serviced by existing utilities, transportation and service systems.
CD-8.2	II	Services	Necessary public services and facilities for the proposed project have been reviewed by the City of Oxnard as part of the project application process and in the EIR. The review has concluded that the proposed project would provide all required on-site facilities that would connect to off-site service systems and that the proposed project would result in less than significant impacts to these systems.
CD-8.5	II	Impact Mitigation	The EIR includes a review and discussion of all environmental topical areas, and the impact analysis concludes that the proposed project minimizes or mitigates all environmental impacts to less than significant levels.
CD-8.9	II	Jobs/Housing Balance & Sustainable Communities Strategy (SB 375)	The proposed project is considered infill development and would be staffed by 14

			employees. The EIR (Section 5.19, Transportation) concludes that the proposed project would result in fewer vehicle trips/vehicles miles traveled than current operations.
CD-9.2	I	Revitalization and Redevelopment	The proposed development will revitalize a vacant and undeveloped parcel along Hueneme Road, which is a scenic roadway, and includes new landscaping.
CD-9.4	I	View Corridor Preservation	The proposed project includes a 30-foot landscaped buffer along Hueneme Road and a 25-foot landscaped buffer along Perkins Road and complies with City design requirements.
CD-14.1 CD-14.2	II	Design review process Development Advisory Committee (DAC) Function	The Development Advisory Committee (DAC) review process led to changes in the Project and/or conditions of approval that meet these Level II policies.
CD-15.1	II	Quality of Life	The proposed project would provide new employment opportunities in the City for up to 14 employees, which is intended to enhance the business operations of the Port's customer and the customer's employees.
CD-15.9	II	Regional Cooperation	The proposed project supports the local and regional economy by providing support to a large business operator at the Port of Hueneme.
CD-16.3	II	Balanced Economic Base	The proposed project supports

			the City's industrial sector and economic base with the addition of employment opportunities.
CD-16.5	II	Industrial and Commercial Development Standards	The proposed development is proposed on an existing industrial zoned lot and potential impacts have been mitigated to less than significant levels (refer to EIR).
CD-17.1	II	Retain Local Talent	The proposed project would provide new employment opportunities in the City for up to 14 employees.
CD-17.6	II	Business Expansion	The proposed project supports the local and regional economy by providing support to a large business operator at the Port of Hueneme and would provide new employment opportunities in the City for up to 14 employees.
CD-20.1	I	Port Trade Enhancement	The proposed project supports Port Trade Enhancement by providing a temporary outdoor vehicle storage facility to support a large business operator at the Port of Hueneme.
ER-10.1	I	Promote use of Native and Water Wise Plants	The Project incorporates native and water wise plants to be compatible with nearby vegetation and is conditioned to comply with City's Landscape and Water Conservation Standards (Ordinance No. 2822) and applicable water conservation requirements of the State of California.

SH-6.4	II	New Development Noise Compatibility	The proposed project would result in less than significant impacts related to noise (EIR Section 5.13, Noise).
MC-3.1	II	New Development to Protect Operations	The proposed project would not result in military use conflicts (EIR Section 5.11).
MC-3.2	II	Vertical Obstructions	The proposed project includes one temporary structure (guard house) and temporary light fixtures, along with permanent site perimeter fencing and landscaping. Thus, there would not be temporary structures or permanent fixtures (i.e., lighting, fencing) that are more than 200 feet above ground level, and as such the proposed project is not subject to FAR Part 77.
MC-3.4	II	Reference the Navy's Military Influence Area Map	The project site is located within the Military Influence Area for Naval Base Port Hueneme and Naval Base Point Mugu. Naval Base Ventura County has received notification of the proposed project from the City, which includes the Notice of Preparation (NOP) of an Environmental Impact Report for the proposed project, and provided comments that are analyzed in the EIR (Section 5.11, Land Use).
All Others	III	All policies not listed above	No or Distant Applicability to the Proposed Project.

Attachment:

E. Zoning Code Development Standards Consistency Table

Attachment E

Zoning Code Consistency Table for Port of Hueneme Temporary Outdoor Vehicle Storage Facility Light Manufacturing (M-1-PD) Zone

Development Standard	Oxnard City Code Citation	Standard	Proposed Project	Complies with Development Standard?
Minimum Lot Size	Section 16-164	15,000 square feet	33.6 acres (1,467,972 square feet)	Yes
Minimum Lot Width Interior Lots Corner Lots	Section 16-164	100 feet 150 feet	N/A 465 feet	Yes
Maximum Building Height	Section 16-164	55 feet	Guard House: 10.25-feet high and would be raised by 2.75 feet for a total height of 13-feet.	Yes
Front Yard Setback	Section 16-164 Section 16-165(D)(3)(a)	10 feet; 30 feet when adjacent to designated thoroughfare	Hueneme Road – 30 feet	Yes
Side Yard Setback	Section 16-164 Section 16-165(D)(3)(b)	None. No side yard setback required along interior property lines where the abutting zoning is M-1 or M-2.	0 feet	Yes
Rear Yard Setback	Section 16-164 Section 16-165(D)(3)(c)	Equivalent to height of structure	18 feet	Yes
Street Side Yard Setback	Section 16-164	Same as Front Yard Setback	Perkins Road – 30 feet	Yes
Setback from Residential Zoned Property	Section 16-164	30 feet; same setback applies if parcel abuts an alley separating the	115 feet	Yes

		parcel from a residential zone; see Section 16-165		
Maximum Lot Coverage	Section 16-164	70%	Less than 1%	Yes
Maximum Floor Area Ratio	Section 16-164	70%	Less than 1%	Yes
Minimum Lot Depth	Section 16-164	150 feet measured at right angles to the front property line	378 feet	Yes
Walls	Section 16-165(D)(4)(b)	A 6-foot solid decorative masonry wall or other type of visual buffering, such as landscaping, architectural treatment, or combination thereof shall be provided and maintained on the boundary. On the front or side front portion of the property, the wall or visual buffer shall be placed in a location to provide the necessary screening from the public right of way	6-foot-high chain-link fence with landscaping along entire project boundary	Yes
Landscaping – Front Yard Setback	Section 16-165(D)(6)(b)(2)	Entire front yard setback shall be landscaped, with the exception of that area provided for vehicle or pedestrian access.	Hueneme Road – 30 feet landscaping and fencing Perkins Road – 25 feet landscaping and fencing	Yes
Undergrounding Utilities, Lighting and Trash Enclosures	Section 16-165(D)(7)(a) and Section 16-165(D)(7)(b)	All trash enclosures, on-site lighting, and utility lines, including but not limited to, electric,	The proposed project includes the installation of water lines for landscaping to	Yes

		communication, street lighting, and cable television, shall be installed in accordance with this code. Appurtenances and associated equipment, including but not limited to, surface-mounted transformers, pedestal mounted terminal boxes, meter cabinets, and concealed ducts in an underground system, may be placed above ground if approved as part of the project plan and provided that such facilities are adequately screened by landscaping or other means.	support the temporary vehicle storage facility. The proposed project would be supplied with 96-gallon trash and recycling containers from the City of Oxnard Environmental Resources Division.	
Source: Oxnard City Code, Chapter 16, Zoning Code, Division 11, Industrial Zones				

Attachment:

F. Public Comment Letters

Attachment F

Public Comment Letters

No.	Name	Date
1	Alex Mireles	2.14
2	Alex Mireles	2.14
3	Sandra Arroyo	2.14
4	Yesenia Ponce	2.14
5	Jasmine Martinez	2.14
6	Lucas Grandcolas	2.14
7	Linda Gray Calderon	2.14
8	Ron Whitehust	2.14
9	Erica Helson	2.14
10	Insert n	2.14
11	Mary Duncan	2.14
12	Elizabeth Segura	2.14
13	Coastal Keepers	2.14
14	Adriana Sanchez	2.14
15	Valerie Lavenza	2.14
16	Javier Gomez	2.15
17	Saraisabel Virgen	2.15
18	Diane Pina	2.15
19	Michael Landeros	2.15
20	Fatima Munoz	2.15
21	Michael L. Doto II	2.16

22	Chuck Caulkins	2.17
23	Len Mazzella	2.23
24	Daniela Soleri	2.24
25	Monique Sonoquie	2.24
26	Yudin Roa	2.25
27	Christiane Schlumberger	2.27
28	Sam Stewart	2.27
29	Sarah Shahbazian	2.28
30	Francisco Tapia	3.2
31	Irene Rauschenberger	3.2
32	Irene Rauschenberger	3.8
33	Irene Rauschenberger	3.8
34	CAUSE et al.	7.1
35	Esequiel Vargas	8.3
36	Sanaz Shirazi	3.21
37	Jay Turner	3.21
38	Irene Rauschenberger	3.23
39	Lucia Marquez et al.	3.21
40	Loan Ado	8.8
41	Rose Calleros	8.8
42	Yesenia Guzman	8.8
43	Daniel Torres	8.8
44	Elizabet Arellano	8.8
45	Loan Ado	8.8

Port of Hueneme Temporary Outdoor Vehicle Storage Facility; PZ No. 18-500-02 (Special Use Permit)

Planning Commission Hearing Date: October 20, 2022

Attachment F - Public Comment Letters

Page 3 of 3

Public Comment on Port DEIR PZ 18-500-02

Alex Mireles <alexmlocal585@gmail.com>

Mon, Feb 14, 2022 at 5:13 PM

To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>

Dear Jay:

Attached is a public comment letter on the City's DEIR on the Port's proposed project on behalf of LULAC Oxnard Council #3147.

Thank you

Alex Mireles, President
LULAC, Manuel Lopez- Council 3147



Oxnard LULAC 3147 Letter.pdf
187K

February 11, 2022



Jay Dobrowalski, Senior Planner
City of Oxnard Planning Division
214 South C Street Oxnard, CA 93030

Re: Port Project Draft EIR (PZ 18-500-02)

Dear Mr. Dobrowalski:

On behalf of the LULAC Oxnard Council #3147, I submit this letter to acknowledge the results of the Draft Environmental Impact Report for the Port vehicle storage facility – one mile away from the Port.

LULAC is the largest and oldest Hispanic organization in the United States. LULAC advances the economic condition, educational attainment, political influence, housing, health and civil rights of Hispanic Americans through community-based programs operating at more than 1,000 LULAC councils nationwide. The organization involves and serves all Hispanic nationality groups. Our Oxnard Council focuses on equitable distribution of city services, economic justice, and voter outreach and education initiatives.

That is why we felt it was important to highlight what many residents and organizations already know: the storage project is an environmental benefit to the community, especially the Latino community. There is lots of misinformation about the increased use of trucks and pollution from this specific project. This project actually works to eliminate the use of diesel-powered trucks by consolidating vehicle storage locations into one central location one mile away from the Port. Vehicle Miles Traveled is also dramatically reduced, thereby improving air quality.

For instance, imported cars are driven individually or transported using diesel powered trucks through Ventura Road to a storage facility off of Johnson Drive in Ventura and then back to the Port. There are 10 census tracts on the Ventura Road corridor with an average Latino population of 70%. Six of these census tracts also have the highest incidents for asthma in Oxnard according to Cal Enviro Screen. By moving their storage facility one mile away from the Port, thousands of cars and trucks will be removed from this busy corridor which will result in a reduction of auto and truck emissions of 80%.¹ This results in increased quality of life for the surrounding Latino community due to improved air quality and less traffic.

¹ Port of Hueneme, "Auto Emissions Reduction and Job Creation Project Details," https://www.portofhueneme.org/wp-content/uploads/2022/02/POH_Local_Community_Benefits_8.5x11Flyer_Final_Web.pdf

Further, diesel powered auto transporters heading to a storage facility in Camarillo will also be removed from the very busy Hueneme Rd. corridor resulting in improved air quality for the low-income Latino families that we serve in the Southwinds neighborhood.

The Draft EIR confirms that the status quo – trucking cars to Ventura and Camarillo is *environmentally inferior* to the proposed project on key metrics, including Air Quality and Green House Gas emissions.²

Further, we are requesting that the Lead Agency study the impact to Air Quality and Green House Emissions from the amount of vehicle miles traveled (VMT) that would be eliminated by this auto storage consolidation project. In addition, the Lead Agency should also study the Air Quality and Green House Emissions impacts of the elimination of diesel-powered car carriers that currently transverse Ventura Rd and Hueneme Rd to shuttle cars to the current offsite locations. Doing so would further prove that this project is a step in the right direction toward addressing the distressing impact of climate change. The status quo is not acceptable for our families and the health of our children.

Aside from the improved air quality and GHG emission reductions resulting from this project, the subject property gets a much-needed restoration. The property is unsafe, unsanitary, and the soil is disturbed and growing mostly non-native grasses and weeds.³ When the Port vacates the site after 5-years, the property's restoration will last for years beyond the proposed use. We also envision this being a gateway to Ormond Beach and the Port is the ideal partner to help facilitate this vision. Not doing anything and leaving this property as-is will not get us there.

Further, there has been much speculation and criticism that the Draft EIR does not take into account the Port's future plans for a larger logistics center. We believe that a speculative project with no details on the scope of operations is irrelevant and out of scope to this Draft EIR. This line of reasoning is merely a distraction from the conclusive results of this DEIR – that this project has no or less than significant impact on key environmental metrics.

If this project had significant impacts to the environment, we would not be in favor regardless of the number of jobs it would create as the health and safety of the Latino community surrounding this project is paramount to LULAC's mission. According to the Draft EIR, this is not the case.

This project presents the community with many benefits, in addition to improved air quality and a reduction of dangerous GHG emissions, this project also restores a long vacant property which will keep our community safer. We believe in the principles of Crime Prevention through Environmental Design which states that the design of buildings, landscaping and outdoor environments can either encourage or discourage crime. CPTED attempts to minimize crime and the fear of crime by reducing criminal opportunity. With perimeter fencing, curated landscaping, access gates, perimeter lighting, security cameras, and 24-hour security, this is accomplished and the surrounding community is safer.⁴

² Draft EIR, Volume I, Section 6.7, "Alternative Two"

³ Draft EIR, Volume I, Section 5.4.5, "Sensitive or Special Status Biological Resources, or Riparian Habitats, or Natural Communities.

⁴ Draft EIR, Volume I, Section 5.17.5 Police Protection - Proper Mitigation Measures

Finally, this project will employ local union skilled and trained construction workers to prepare and restore the property. Additionally, due to increased capacity to store vehicles offsite there will be more vehicles to offload thereby creating additional job opportunities for unionized longshore workers. This project creates more union jobs. These are not “low wage” jobs.

In sum, it is very clear from this Draft EIR that this project is not only safe for the community, but a community benefit, one that will last beyond the proposed use. We only ask that the positive impact to air quality and reduction of Green House Gas emissions due to the consolidation of vehicle storage sites be analyzed in the Final EIR.

Sincerely,

A handwritten signature in black ink that reads "Alex Mireles". The signature is written in a cursive, flowing style.

Alex Mireles
President
Oxnard LULAC Council #3147

Fwd: port signatures

Alex Mireles <alex.mireles@local585.org>

Mon, Feb 14, 2022 at 5:19 PM

To: jay.dobrowalski@oxnard.org

Supplemental Public Comments for Port DEIR Project

Hello Jay -Local 585's Business Manager, Anthony Mireles previously submitted a letter on behalf of Laborers, Local 585 on February 2nd. Pleasee append the following petition to his comment letter if possible.

Thank you,

Alex Mireles, Vice President
Business Representative, Development
LiUNA Local 585
21 S. Dos Caminos Ave
Ventura, CA 93003
Office Phone- (805) 643-5487
Cell phone (805) 340-8303
LiUNA Local 585

 **Community Petition in Support of Port Project_Laborers585.pdf**
559K



OXNARD WORKING FAMILIES FOR RESPONSIBLE PORT GROWTH SUPPORT THE GREEN 34 ACRE DEVELOPMENT PROJECT.

This project will:

- **CREATE JOBS**
- **HELP THE ENVIRONMENT**
- **INVEST IN LOCAL FAMILIES**

The Port of Hueneme is planning to lease a property in South Oxnard that will create hundreds of LOCAL jobs for the trades. The property needs to be restored and prepared for use. This will lead to immediate jobs for Laborers, increased tax dollars for the city, and support for our local business community.

The project is also good for the environment as the Laborers will help restore a lot that has been vacant for 25 years by planting native plants, removing trash, and carefully laying gravel. Cars (and soon electric cars) will be stored there instead of being trucked 9 miles away.

The result is a beautiful community project that's good for the environment, invests in local families and keeps families working.
OUR PEOPLE, OUR PORT!

Sign the petition below to let the City of Oxnard know that you want this project approved!

NAME	ADDRESS	LABOR ORGANIZATION
RICK MARENO	336 COLLINS ST OXNARD CA	Local 585
BERNABE ROAS	1600 Hill St OXNARD CA 93036	Local 585
Cedric Godoy	6909 Fulton Ave Apt #2 North Hollywood CA 91605	Local 585
Rubén Martinez	8395 Denver St Ventura Ca 93004	Local 585
Omar German	1101 Ventura Blvd Spc 150 93036	Local 585
Christian Lopez	1351 Hibiscus St Oxnard CA 93036	Local 585
Lupito SANCHEZ	1400 GINA DR OXNARD 93030	Local 585
Daniel DOMINGUEZ	1168 COLLINS OXNARD CA 93036	Local 585 member
David macnicoll	OXNARD CA 93030	Local 585 Member
Cristina Diaz	3601 Almond Dr OXNARD CA	Local 585 member

NAME	ADDRESS	LABOR ORGANIZATION
Andy Castillo	P.O. Box 2193 Ventura Ca, 93002	Local 585
Gilbert Castillo	722 W. Robert Ave. local 585	
Martha Castillo	722 W. Robert Ave Oxnard Ca 93030	non-member
Rodrigo Padilla	361 Colorado River Pl Oxnard CA 93036	member of Local 585
Jesus Angel Castañeda	1111 Briana Circle Oxnard CA 93030	member of Local 585
Juan Rosas	204 W. Juniper St Oxnard, CA 93033	member of Local 585
Jose Gonzalez	2400 South L St Oxnard CA 93033	member of Local 585
Karen Levine	281 Hollywood Blvd Oxnard, CA, 93035	
Edgar Ventura	4611 Phoenix Dr Oxnard CA	Local 585
JOHN NEWBLE	2740 PENINSULA Road	Local 585

NAME	ADDRESS	LABOR ORGANIZATION
Rochelle Perez	1229 Stroube St. Oxnard Ca 93036	
MANUEL CERVANTES	859 SIMON WAY EL RIO CA 93036	
GREG DURAN	880 SIMON WAY OXNARD 93036	
Jose Gutierrez	862 Simon way EL RIO ca 93036	
Alberto Luna	2780 Cortez St Oxnard CA 93036	
MARIA Isabel Delgado	200 Juneau Pl. Oxnard Ca 93036	
Lilia Cabrera L	210 Juneau Pl. Oxnard Ca 93036	
Alfonso Corona	1311 Benton way Oxnard Ca, 93033	
Osvaldo Trevino	3438 Santa Clara Ave Oxnard CA 93036	
Solodad Trevino	3438 Santa Clara Oxnard CA 93036	

NAME	ADDRESS	LABOR ORGANIZATION
Isabel Serrano	1926 Mono St Oxnard, CA 93036	Local 585
Miguel Coronel	1230 Dahlia St Oxnard CA, 93036	Local 585
Leslie Lopez	1230 Dahlia St Oxnard CA, 93036	
Ignacio Coronel	1301 W. IRIS St Oxnard CA, 93033	
Ignacio Coronel Jr	2211 Bernadette St Oxnard CA. 93030	
Jessica Aldrete	2211 Bernadette St Oxnard CA 93030	
Albert Conchola 3	3304 G ST OXNARD Ca. 93033	local 585
Rose Conchola	3304 G ST OXNARD Ca. 93033	
Herb Davis	610 Janetwood Oxnard Ca	
Phillip Gaskill	610 Janetwood OXNARD Ca.	

NAME	ADDRESS	LABOR ORGANIZATION
David. Estevarria	2720 E. Vineyard Ave Oxnard CA 93036	
Fernando Morales	2499 Alvarado ST. Oxnard. CA 93036	
Daniel Magaña	2635 Colonia Ave Oxnard, C.A., 93036	
ROBERT RODRIGUEZ	2623 COLONIA AVE OXNARD CA 93036	
RAMON RODRIGUEZ	498 Lemar Ave Oxnard, CA 93036	
Apigail Luna	825 Will Ave Oxnard, CA, 93036	
John Knutson	1500 Marmier Dr. 93036 Oxnard, CA 93033	
Jared Barboza	1500 Marmier Dr Oxnard, CA 93030	
Andres Gutierrez	501 Cuesta Del Mar 99pt. H	
Nathalie gutierrez	1412 Kalmia Ct Oxnard 93030	

Jose Luis Ruiz

514 North Roosevelt Ave
Oxnard, CA 93030

NAME	ADDRESS	LABOR ORGANIZATION
STEVEN CRUZ Sr.	4621 Beaumont Ave. Oxnard, CA 93033	Labovers 585
Anibour Rios	4420 S. J St Oxnard, CA 93033	585
Juvencio Alarcon	5426 Roland way Oxnard, CA 93033	585
Graely Cirila	1841 Kennedy Pl Oxnard, CA 93033	
Arturo Cirila	1841 Kennedy Place Oxnard, CA 93033	
Rosalinda Ovella	1841 Kennedy Pl Oxnard, CA 93033	
Ismael Gonzalez	1841 Kennedy Pl Oxnard, CA 93033	
Ronie Maria	1632 Gabriella Dr Oxnard CA 93030	Labovers 585
Manuel mata	1832 Quava CT Oxnard CA 93033	585
William Gutierrez	862 SIMON WAY Oxnard CA 93036	Labovers 585

NAME	ADDRESS	LABOR ORGANIZATION
Roberto Ruiz	Oxnard, CA 1021 Redwood St.	LOCAL 585
Jose Perez	4044 Encino PL Oxnard CA 93033	LOCAL 585
Francisco Enríquez	1853 - iv es. av. Sprs OXNARD CA 93033	Local 805
Manuel Castellon	oxnard Cal 93036	Local 805
Jimmy [Signature]	Oxnard Cal 93035	Local 585
Tony Cisneros	2086 Mission Hills Drive Evanston	Oxnard Resident
Francisco Amis	2951 Albany Oxnard, CA	oxnard. Calif Local 585
Albert Canchola JR	1171 Escalon Drive Oxnard Ca 93033	Local 12
Marizta Lopez	1171 Escalon Drive Oxnard Ca 93033	Oxnard Resident
Antonio Ramirez	930 Donlon ave apt B oxnard. CA, 93030	Oxnard Resident
[Signature]	336 - E. Collins OXNARD CA	585

93036

Oxnard Working Families Say YES to Port Jobs!

Our PEOPLE, Our PORT!

NAME	ADDRESS	LABOR ORGANIZATION
Jorge Flores	501 Andrea dr OXNARD CA 93033	Local 585
Armando Graona	353 Riverpark Blvd Oxnard CA 93036	Local 585
NIKOLE BRUNO	1255 S M ST. OXNARD, CA 93033	LOCAL 585
Guillermo Ceja III	1255 S M St OXNARD, CA 93033	585
Elizabeth Ceja	501 Andrea Drive Oxnard, CA, 93033	Local 585
Hesley Tapia	353 Riverpark Blvd. Oxnard Ca 930336	Local 585
Daniel Ambriz	5577 Saviers Rd. Oxnard CA. 93033	Sharps Auto Service.
Oscar Reyes	5577 SAVIERS RD. OXNARD CA. 93033	SHARPS AUTO SERVICE.
Stefan Santiago	710 F Hueneme Rd Oxnard CA 93033	Port HUE MARRIE

NAME	ADDRESS	LABOR ORGANIZATION
Rosa Velia Moreno	336 E. Collins St	
Geradalin Moreno	Ox CA 93036	
Anthony Pulido	5221 Saviors Rd Ox CA 93033	
Manuel Cartello	Ox CA 93036	Local 585
Duke Gonzales	Oxnard CA 93033	Local 585
Gerardo Rauda	Oxnard CA 93035	Local 585
Esperanza Velasco	2110 Jackson St. Oxnard CA 93033	SEIU-UHW
Martha Hand	1061 Monet Ct Oxnard 93033	SEIU-UHW
Maydalena Martinez Perez	1016 Mika Way Oxnard CA 93030	SEIU-UHW
Smsr Tapan	624 Yale Place Oxnard, CA 93032	SEIU-UHW

Oxnard Working Families Say YES to Port Jobs!
Our PEOPLE, Our PORT!

NAME	ADDRESS	LABOR ORGANIZATION
Alex Mireles - <i>Ap Mil</i>	2086 Mission Hills Drive	LIUNA, Local 585
Edward Soto	Roland Wy. 5360 OXNARD CA 93033	Laborers Local 585
Nancy Mireles <i>Nancy</i>	2086 Mission Hills Dr. Oxnard CA 93036	
Alyssa Mireles <i>Alyssa</i>	2086 Mission Hills Dr Oxnard, CA 93036	
Gillian Mireles Shelley Mireles	2080 Mission Hills Dr Oxnard, CA, 93036	
Cesar Hernandez	273 Estroube st Oxnard CA 93036	Local 300
Othon Cruz	1350 Victoria Ave Apt 214 93035	Local 585
Zane Gray	514 Nile River Dr. Oxnard, CA, 93036	Local 12
M. Vasquez	301 W. Vineyard Oxnard, CA. 93036	Local 585

NAME	ADDRESS	LABOR ORGANIZATION
Ed Gary Craz	3672 Belmont Lane Oxnard Ca	
Manuel Gutierrez	415 McKinley Wy Oxnard	
Jose Barrena	1334 Seaport Dr Oxnard CA	
Steven Hernandez	1515 Flora Lane Oxnard, CA	
Heather Cartier	3231 Moss Landing Blvd Oxnard 93036	
Norma Ramirez	1300 Pleasant Valley Oxnard CA 93033	
Robert Leon	143 Channel Islands Blvd Port Hueneme CA 93041	Local 585 Member
Eric Romero	221 S. Marquitta Oxnard CA 93030	st. Local 585 member

NAME	ADDRESS	LABOR ORGANIZATION
Ricky Gomez	2420 IVORY WAY OXNARD CA 93036	585
Jerry Nates	1830 Cabrillo Way OXNARD C.A. 93036	585
Alberto Suarez	2651 wagon wheel rd OXNARD, CA, 93030	585
Daniel Garcia-Cruz	4621 Beaumont Ave. Oxnard, LA 93033	
Steven Cruz Jr.	4621 Beaumont Avenue OXNARD, CA 93030	
Julissa Hernandez	2201 Church Hill Drive OXNARD, CA 93033	
Salvador Montoya	1180 Otano Way OXNARD CA 93036	588

Alexander Jesus Barrera

1334 Seaport Drive

Oxnard

Lucie Carlos

1334 Seaport Drive

Oxnard

Gabriel Barrera

1334 Seaport

Dr. Oxnard

Lizbeth Hernandez

444 Wolff St.

Oxnard, CA

Oxnard Working Families Say YES to Port Jobs!
Our PEOPLE, Our PORT!

NAME	ADDRESS	LABOR ORGANIZATION
Clara Marietta Hatfield	2581 Upper Bay Dr Oxnard 93034	
Christina Montano	2581 Upper Bay Dr Oxnard CA 93034	

(no subject)

Sandra Arroyo-vargas <sarroyov@ucsd.edu>

Mon, Feb 14, 2022 at 5:24 PM

To: jay.dobrowalski@oxnard.org

Cc: bert.perello@oxnard.org, bryan.macdonald@oxnard.org, gabe.teran@oxnard.org, gabriela.basua@oxnard.org, john.zaragoza@oxnard.org, oscar.madriral@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,

Sandra Arroyo

DEIR Port of Hueneme- Temporary Outdoor Vehicle Storage Facility

Yesenia Ponce <yessi.30019@gmail.com>

Mon, Feb 14, 2022 at 6:00 PM

To: jay.dobrowalski@oxnard.org

Cc: john.zaragoza@oxnard.org, bryan.macdonald@oxnard.org, bert.perello@oxnard.org, gabe.teran@oxnard.org, oscar.madrigal@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,
[Yesenia Ponce]

Sent from my iPhone

DEIR Port of Hueneme- Temporary Outdoor Vehicle Storage Facility

Jasmine Martinez <jasminnnee.m@gmail.com>

Mon, Feb 14, 2022 at 6:30 PM

To: jay.dobrowalski@oxnard.org

Cc: john.zaragoza@oxnard.org, bryan.macdonald@oxnard.org, bert.perello@oxnard.org, gabe.teran@oxnard.org, oscar.madrigal@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,
Jasmine

Sent from my iPhone

GLOVIS

Lucas Grandcolas <lglsurfer@gmail.com>

Mon, Feb 14, 2022 at 6:37 PM

To: jay.dobrowalski@oxnard.org

Cc: john.zaragoza@oxnard.org, bryan.macdonald@oxnard.org, bert.perello@oxnard.org, gabe.teran@oxnard.org, oscar.madrigal@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,

Lucas Grandcolas

Sent from my iPhone

Parking lot for incoming cars off of Hueneme Road

Linda Daly-Calderon <lindaly21@yahoo.com>

Mon, Feb 14, 2022 at 7:00 PM

Reply-To: Linda Daly-Calderon <lindaly21@yahoo.com>

To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>

Dear Sir:

I fail to see how the hired "consultants" have taken the Ormond Beach Restoration Plan and a future developed world class Wetlands Sanctuary into their very faulty conclusions at all. This area close by is already home to over 150 bird species. To say that having a lot with nearly 5,000 cars parked on it, big bright lights at night and the accompany noise and pollution would not affect this area adversely is just plain false. Oxnard so often goes after the immediate dollars and does not have a world (or even local) view of what we can be. We have a gem here, a tourist attraction now and even more so in the future. Why does the City want to throw that away with this "project"? When will we believe in our City and stop being so limiting? We have a history, sad to say, of allowing some really good things to go by the wayside and then other cities pick them up and even improve upon them. One example that comes to mind is the Gull's Children's Museum (now Camarillo has one), another is the Carnegie Library being closed (that was too premature and why can it not be reopened now?). There are others on the list, but let us learn from that and not allow this to happen also to Ormond Beach Wetlands. Let us keep what may be the last wonderful area for the benefit of our present local generation as well as future generations here and even from all over the world. Let us not be short-sighted. I, and many others, am against this project which the Port desires to foist on us. I have lived in Oxnard for 45+ years now and am still waiting for something great as Ormond Beach is, and can be even more when fully developed, to put us on the map in a positive way.

Sincerely,
Linda Calderon
PO Box 2732
Oxnard, CA 93034

Linda Gray Calderon

Fwd: Comment on Draft EIR for Port of Hueneme temporary parking lot

Ron Whitehurst <ron@rinconvitova.com>
To: jay.dobrowalski@oxnard.org

Mon, Feb 14, 2022 at 7:06 PM

Dear Mr. Dobrowalski,

We commend the Port for GHG emissions reductions projects that have earned the following recognitions:

- GREEN MARINE CERTIFIED 2017 & 2018 First port in California
- COMPREHENSIVE ENVIRONMENTAL MANAGEMENT AWARD 2018 American Association of Port Authorities (AAPA) Comprehensive Environmental Program Category
- GREENEST US PORT 2017 Green US Shipping Summit
- ENVIRONMENTAL STEWARDSHIP AWARD 2017 Ventura County Board of Supervisors
- The Maker Space to encourage local start-up businesses

Having studied the reports of air monitoring data from the equipment at Haycox Elementary, it is our understanding that the EIR is correct in finding no significant negative impact on air quality. In fact, the study shows that when there are higher pollutants in South Oxnard and near the Port, it is when the wind blows from the north carrying the air pollution from Hwy 101. It appears incorrect to blame the Port as a significant source of air pollution in the community.

It is also our understanding that the only alternatives to the proposed project risk creating more air pollution during the proposed temporary development of parking on its property. We would love to see the community united in support of the Port in grant applications, so it would have more chances of obtaining grants to do a thorough climate and air pollution management plan and support to purchase more emissions reduction equipment.

We hope the South Oxnard community can work closely with the Port on win-win projects that result in increasingly clean air during this developmental phase and the ability to acquire and development the property as a park for the community in the coming years.

We encourage the Port to pursue other economic development projects for the community, such as expanding the 'maker space' and development of green jobs associated with kelp and worm farming.

Sincerely,

Ron Whitehurst
350 Ventura County Climate Hub
[108 Orchard Dr,](#)
[Ventura, CA 93001](#)
805-746-5365 cell

--
Ron Whitehurst, Pest Control Advisor
Rincon-Vitova Insectaries
800-248-2847
[rinconvitova.com](#)
Contact: Email ron@rinconvitova.com bugnet@rinconvitova.com,
Phone Office 805-643-5407 Mobile 805-746-5368
Twitter Ron Whitehurst @BugfarmerRon, Rincon-Vitova Insectaries @BugFarmRincon
Instagram @ronwhitehurst
Skype: ronwhitehurst
WeChat: Bug-Farmer
WhatsApp 805-746-5368
Facebook Ron Whitehurst, Rincon-Vitova Insectaries
Websites: [rinconvitova.com](#), [dietrickinstitute.org](#), [dietrick.org](#), [nzitrap.us](#)
Blogs: [www.bugfarm.us](#)
[www.Biocontrolproducts.com](#)
[www.conversationswithdeke.wordpress.com](#)
[www.biocontrolbeat.wordpress.com](#)

Glovis 34-acre DEIR

Erica Helson <erica.helson@gmail.com>

Mon, Feb 14, 2022 at 7:57 PM

To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>

Cc: "bert.perello@oxnard.org" <bert.perello@oxnard.org>, "bryan.macdonald@oxnard.org" <bryan.macdonald@oxnard.org>,

"gabe.teran@oxnard.org" <gabe.teran@oxnard.org>, "gabriela.basua@oxnard.org" <gabriela.basua@oxnard.org>,

"john.zaragoza@oxnard.org" <john.zaragoza@oxnard.org>, "oscar.madrigal@oxnard.org" <oscar.madrigal@oxnard.org>,

"vianeyforoxnard@gmail.com" <vianeyforoxnard@gmail.com>

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,

Erica

--

Erica Helson

DEIR Port of Hueneme- Temporary Outdoor Vehicle Storage Facility

Mac Duncan <marymacduncan@gmail.com>

Mon, Feb 14, 2022 at 8:59 PM

To: jay.dobrowalski@oxnard.org

Cc: john.zaragoza@oxnard.org, bryan.macdonald@oxnard.org, bert.perello@oxnard.org, gabe.teran@oxnard.org, oscar.madrigal@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,
[Insert n

Sent from my iPhone

DEIR Port of Hueneme- Temporary Outdoor Vehicle Storage Facility

Mac Duncan <marymacduncan@gmail.com>

Mon, Feb 14, 2022 at 9:01 PM

To: jay.dobrowalski@oxnard.org

Cc: john.zaragoza@oxnard.org, bryan.macdonald@oxnard.org, bert.perello@oxnard.org, gabe.teran@oxnard.org, oscar.madrigal@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,
Mary Duncan
Los Alamos, CA

Sent from my iPhone

DEIR Port of Hueneme- Temporary Outdoor Vehicle Storage Facility

Liz Segura <lz_segura@yahoo.com>

Mon, Feb 14, 2022 at 9:54 PM

To: jay.dobrowalski@oxnard.org

Cc: john.zaragoza@oxnard.org, bryan.macdonald@oxnard.org, bert.perello@oxnard.org, gabe.teran@oxnard.org, oscar.madrigal@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,
Elizabeth Segura

EIR - Port of Hueneme - Project 34

Coastal Keepers <805coastalkeepers@gmail.com>

Mon, Feb 14, 2022 at 10:55 PM

To: jay.dobrowalski@oxnard.org

Cc: "Zaragoza, John" <john.zaragoza@oxnard.org>, bryan.macdonald@oxnard.org, bert.perello@oxnard.org, gabe.teran@oxnard.org, oscar.madrigal@oxnard.org, "Basua, Gabriela" <gabriela.basua@oxnard.org>, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

We are writing to submit our comments on the Environmental Impact Report (EIR).

We believe it is going to happen. What we don't know is what is going to happen after project 34 completes its stay. What we don't know is how this project will direct us to a zero emission port.

To be honest we love seeing our Oxnard harbor district pioneer their way into becoming a top tier zero emission port. We appreciate their commitment to the community and providing an EIR. They have leveraged their resources to create opportunities for professional development, sponsorships, and communal events.

We are all about the views here in the west coast, and we believe project 34 will be a cleaner view than we have now. This treasured land, the 34 acres, is divided among Hueneme road, a railway, new Indy, and Pantojas trucking. If we look at it together, it is a beautiful meadow filled with trash debris with our beloved Halaco superfund site in the background (literally blocking ocean views). It is expected the Port of Hueneme will be maintaining the area, using the proper gravel, and bringing in native plant species. It is also expected that the EIR carefully considers the impact it'll have on wildlife. Cheers to everyone that took the time to read through it.

Lastly, we expect the community outreach team to expand. With the amount of income and profit generated from this project, we believe there is opportunity for the Port to grow with the local community. We have seen the outreach team being greatly beneficial for the community for the past several years. Yet outreach for project 34 seemed under the radar, considering the unlimited amount of flyers that were distributed and their social media videos that directed us to become on the EIR. We would like to see more of our Port involved in the community through educational workshops, and ORMOND BEACH RESTORATION PROJECT.

Project 34 is going to happen. The real question is what's next? What is going to be the next major win for the community of Southwinds, South Oxnard, and Port Hueneme? How will the city of Oxnard leverage their resources to create a more sustainable and natural environment?

*Thank you,
Coastal Keepers*

Keeping the 805 coast clean, beautiful & rad to reflect the community, environment & ecosystem

Public Comment: DEIR

Adriana Sanchez <atej.sanc@gmail.com>

Mon, Feb 14, 2022 at 11:23 PM

To: jay.dobrowalski@oxnard.org

Cc: bert.perello@oxnard.org, bryan.macdonald@oxnard.org, gabe.teran@oxnard.org, gabriela.basua@oxnard.org, john.zaragoza@oxnard.org, oscar.madriral@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,

Adriana Sanchez

DEIR

Valerie Lavenza <valerielavenza@gmail.com>

Tue, Feb 15, 2022 at 7:05 AM

To: jay.dobrowalski@oxnard.org

Cc: bert.perello@oxnard.org, bryan.macdonald@oxnard.org, gabe.teran@oxnard.org, gabriela.basua@oxnard.org, john.zaragoza@oxnard.org, oscar.madriral@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Oxnard is a city of families. These families deserve transparency and safety. Please remember that you serve these families and not other financial interests. Please show these families the proper care they deserve.

Sincerely,

Valerie

Oxnard Resident

Letter of Support

Javier Gomez <jgomez450@aol.com>
To: jay.dobrowalski@oxnard.org

Tue, Feb 15, 2022 at 7:22 AM

Good Morning Jay,

I inadvertently sent it to the wrong person. Attached is my letter of support to the Port.

I hope it helps.

Respectfully,
Javier Gomez
Retired Educator,
Artistic Director of the Inlakech Cultural Arts Center



EPA-Port Of Hueneme Letter Support .pdf

173K



INLAKECH CULTURAL ARTS CENTER/LUCHA INC.

Mailing Address: 632 W. Guava Street

(Site Address: 250 E. Fifth Street)

Oxnard, California 93033

(805) 890-2193

Email: jgomez450@aol.com

**A non-profit
charitable organization
(F.I.D. #95-3400-870)**

February 15, 2022

Dear California Air Resource Board Members,

As a long standing resident in the City of Oxnard since 1965 I am adding my support to the Advanced Clean Truck Rule which will enhance the environmental efficiency of the logistical supply chain and help improve air quality in the port and to adjacent communities, especially in south Oxnard. Funding and resources are needed and they must be made available to South Oxnard as they are so done in the Bay Area and at The Port of San Pedro.

As a fifty five-year resident, and as a retired educator for the Oxnard School District I support The Port of Hueneme and its green initiatives which include an investment in EPA grade air quality monitors for South Oxnard. I support the Port of Hueneme's expansion as it is the only agency that is directing its resources to improve the air quality for the residents of the area. Moving the At Berth Requirements date from 2024 to 2025 will give The Port of Hueneme an opportunity to recover from the global pandemic driven depression so it can raise the necessary capital to provide the emissions reduction technology and infrastructure needed for compliance. As a long time resident of Oxnard I have seen the major economic impact The Port of Hueneme has had on families that depend on it for their survival. I respectfully submit this letter of support to your Board. Our local Port is a key partner in our community, especially during this pandemic crisis. The Port of Hueneme and all its local community partners like Feeding the Frontline have distributed over 250,000 lbs. of produce and other products to help feed our essential local farm working community during the COVID-19 Pandemic. The Port of Hueneme has always been a key driving force of economic vitality in helping our community have hope. I respectfully join other community organizations and leader in submitting these comments for your consideration.

Respectfully,

Javier Gomez, Artistic Director/Founder

Inlakech Cultural Arts Center

632 W. Guava Street

Oxnard Ca 93033

jgomez450@aol.com



INLAKECH CULTURAL ARTS CENTER/LUCHA INC.

Mailing Address: 632 W. Guava Street

(Site Address: 250 E. Fifth Street)

Oxnard, California 93033

(805) 890-2193

Email: jgomez450@aol.com

***A non-profit charitable organization
(F.I.D. #95-3400-870)***

PROPOSAL

Abstract

The Inlakech Cultural Arts Center/Lucha Inc. has been providing the youth and elderly of Oxnard an opportunity to develop and showcase their artistic talents for over 49 years. Thousands of youth have benefited from the Cultural Center. The Center is supported through volunteerism, donations and, on occasion, modest grants.

Background and Community Contribution

The Inlakech Cultural Arts Center, under the leadership of founding artistic director Javier Gomez, has provided thousands of youth in the Oxnard area with an experience and an opportunity that is not available to them in the mainstream. The Center is staffed with volunteers and has survived operationally with donations and occasionally through modest grants. There is no charge to the youth who, for the most part, emanate from low income backgrounds. It was the vision of Javier Gomez and supporters of the Center that youth, regardless of their inability to pay, would have *open access* to the wonderful world of art, music, dance and theatre. It was the intent of the center to provide a positive after-school alternate experiences. Historically, the Center fills a vital role in developing the artistic talents; of both youth and the elderly. (It serves as one of the most successful youth diversion programs in the city.) Offering cultural lessons daily and year round every Monday to Friday; from 4 pm to 8 pm.

Mission Statement

To enhance the cultural self-esteem of the Latino/a community by providing youth and the elderly an opportunity to realize their artistic potential through a rich cultural educational, enrichment literacy program; focused on, the visual and performing arts.

Goals to support our Mission

1. Providing a safe and supportive after-school environment where youth can meet to develop an appreciation of the performing fine arts where they can experience, develop and harness their artistic talents.
2. Providing a facility where youth can meet to study, rehearse, and develop their artistic interests.
3. Providing a Free after-school program that allows youth to heal through the arts by participating in a highly constructive and positive learning environment.
4. Providing youth with mentoring information, and support; by encouraging them to go beyond high school in pursuit of a university education.
5. Providing youth with an opportunity to showcase their full leadership potential, artistically; in civic and social events.
6. Providing the City of Oxnard with a positive, artistic enrichment literacy program that enhances the cultural self-esteem of citizens.

DEIR Port of Hueneme- Temporary Outdoor Vehicle Storage Facility

Saraisabel Virgen <virgen.saraisabel@gmail.com>

Tue, Feb 15, 2022 at 11:26 AM

To: jay.dobrowalski@oxnard.org

Cc: john.zaragoza@oxnard.org, bryan.macdonald@oxnard.org, bert.perello@oxnard.org, gabe.teran@oxnard.org, oscar.madrigal@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,
Saraisabel Virgen

DEIR Port of Hueneme- Temporary Outdoor Vehicle Storage Facility

Diane Pina <dpina22@gmail.com>

Tue, Feb 15, 2022 at 1:08 PM

To: jay.dobrowalski@oxnard.org

Cc: bert.perello@oxnard.org, bryan.macdonald@oxnard.org, gabe.teran@oxnard.org, gabriela.basua@oxnard.org, john.zaragoza@oxnard.org, oscar.madriral@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review.

A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents. The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR. The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter. South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents. This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites. The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,

D. Pina

--

Sent from Gmail Mobile

(no subject)

Michael Landeros <michael.landeros7@gmail.com>

Tue, Feb 15, 2022 at 6:23 PM

To: jay.dobrowalski@oxnard.org

Cc: bert.perello@oxnard.org, bryan.macdonald@oxnard.org, gabe.teran@oxnard.org, gabriela.basua@oxnard.org, john.zaragoza@oxnard.org, oscar.madriral@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,

Michael Landeros

DEIR Port of Hueneme- Temporary Outdoor Vehicle Storage Facility

Fatima Munoz <fatimamunoz@aol.com>

Tue, Feb 15, 2022 at 6:13 PM

To: jay.dobrowalski@oxnard.org

Cc: john.zaragoza@oxnard.org, bryan.macdonald@oxnard.org, bert.perello@oxnard.org, gabe.teran@oxnard.org, oscar.madrigal@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,
Fatima Munoz

Oxnard Pallet Co. Support

michael@oxnardpalletco.com <michael@oxnardpalletco.com>
To: jay.dobrowalski@oxnard.org
Cc: Vannessa Vasquez Doto <vasquez@oxnardpalletco.com>

Wed, Feb 16, 2022 at 3:19 PM

Dear Mr. Dobrowalski:

The Port of Hueneme has a strong commitment to the community and creates economic opportunities, while pursuing full decarbonization and environmental sustainability and equity.

We fully support the Port in the Special Use Permit for a temporary outdoor vehicle facility and believe they have taken all steps necessary to be good environmental stewards to our area.

They need this permit in order to keep up with the highly competitive and larger global economic trends of the auto shipping logistics market. This benefits our community in many ways.

The Port has been open, responsible, and transparent in their permit application process for the 34 acres **Temporary** Outdoor Vehicle Lot and we believe you should approve the permit.

Thank You.

Sincerely,

Everyone here at Oxnard Pallet Company

Michael L. Doto II

Oxnard Pallet Company

Lead Sales Representative

Direct email: Michael@oxnardpalletco.com

PH: 805-487-8458

FX: 805-487-3832



Comments Regarding the Port of Hueneme Development of the 34 acre parcel Hueneme Road

Chuck Caulkins <CCaulkins@freshdelmonte.com>

Thu, Feb 17, 2022 at 4:49 PM

To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>

Cc: Chuck Caulkins <CCaulkins@freshdelmonte.com>

Hello Jay,

I am both a tenant of the Port and a concerned citizen of Ventura County with property in the cities of Oxnard and Ventura.

The Port of Hueneme / Oxnard Harbor District (OHD) had spent time and money, conducted out reach and followed the guidelines for the proposed project to the letter.

The complete EIR found this project to be acceptable and viable. This parcel will be beneficial to the Port and its customers competing for limited space on the current Port property. In my opinion the Port of Hueneme has gone above and beyond to ensure this project will be completed with care and respect for the local citizens on Ventura County.

I am fully in favor of the approval of this project and the efforts put forth by the OHD!

Lets get this project done for the sake of good stewardship, good neighbors, good business and good paying jobs for the community.

Let's make cargo move!

Sincerely Yours,

Chuck Caulkins

Port Manager

Del Monte Fresh Produce, N.A., Inc

Dock 1, Berth 3 / PO Box 520

Port Hueneme, CA 93044

Tel: 805-488-0881 X227

Mobile: 805-443-1088

DEIR Proposed Vehicle Storage Facility

Mazzella, Len <Len.Mazzella@walwil.com>

Wed, Feb 23, 2022 at 1:34 PM

To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>

Cc: "john.zaragoza@oxnard.org" <john.zaragoza@oxnard.org>, "bryan.macdonald@oxnard.org" <bryan.macdonald@oxnard.org>, "bert.perillo@oxnard.org" <bert.perillo@oxnard.org>, "gabe.teran@oxnard.org" <gabe.teran@oxnard.org>, "oscar.madrigal@oxnard.org" <oscar.madrigal@oxnard.org>, "gabriela.basua@oxnard.org" <gabriela.basua@oxnard.org>, "vianeyforoxnard@gmail.com" <vianeyforoxnard@gmail.com>

Hello,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. I am a 25 year citizen of Oxnard with an interest in assuring our community grows in a responsible manner, providing

locally sourced jobs (which reduces commute related pollution) and elimination of blight. The parcel proposed in this project has been a long term source of blight and litter withing the community. The Port of Hueneme is committed to clean, responsible, sustainable growth and has well documented its business' minimal impact to the area's air quality and its commitment to a zero emission future. This project will beautify a long blighted area and offer a much needed foundation for the health of the ports future sustainability as a source of excellent, locally sourced jobs to the future generations of our community

Len Mazzella

2524 Timber Creek Trail

Oxnard

CONFIDENTIALITY, PRIVACY AND DISCLAIMER NOTICE "This message is for the sole use of the intended recipients and may contain confidential information. If you are not an intended recipient, you are requested to notify the sender by reply e-mail and destroy all copies of the original message. Any unauthorized review, use, disclosure or distribution is prohibited. While the sender has taken reasonable precautions to minimize the risk of viruses, we cannot warrant the absence of, or accept liability for, any such viruses in this message or any attachment. Any processing of personal information will be protected by the Wallenius Wilhelmsen groups' privacy policy. To read more about personal data processing and your related personal rights, [please visit our website](#). "

DEIR Port of Hueneme- Temporary Outdoor Vehicle Storage Facility

Daniela Soleri <soleri@geog.ucsb.edu>

Thu, Feb 24, 2022 at 12:34 PM

To: jay.dobrowalski@oxnard.org

Cc: john.zaragoza@oxnard.org, bryan.macdonald@oxnard.org, bert.perello@oxnard.org, gabe.teran@oxnard.org, oscar.madrigal@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,

Daniela Soleri

--

.....
Daniela Soleri, PhD
she | her | ella
Research Scientist
Geography Department
UC Santa Barbara
<http://geog.ucsb.edu/~soleri/>

New book - FOOD GARDENS FOR A CHANGING WORLD:
Growing food for healthy people, communities and ecosystems
Soleri, Cleveland and Smith
2019 CAB International
http://geog.ucsb.edu/~soleri/FGCW_webpage.htm
.....

Steps for justice in California

California Truth and Healing Council correcting the historical record with truth about the state's treatment of Native Californians
<<https://tribalaffairs.ca.gov/cthc/>>

CA Assembly Bill 3121 investigating reparations for California's descendants of enslaved Africans <<https://tinyurl.com/CA-AB-3121>>

john.zaragoza@oxnard.org, bryan.macdonald@oxnard.org, bert.perello@oxnard.org,
gabe.teran@oxnard.org, oscar.madrigal@oxnard.org, gabriela.basua@oxnard.org,
vianeyforoxnard@gmail.com

monique sonoquie <sonoquie@hotmail.com>
To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>

Thu, Feb 24, 2022 at 5:48 PM

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,

Monique Sonoquie

Glovis 34 acre DEIR

Yudin Roa <yroa729@hotmail.com>

Fri, Feb 25, 2022 at 6:27 AM

To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>

Cc: "john.zaragoza@oxnard.org" <john.zaragoza@oxnard.org>, "bert.perello@oxnard.org" <bert.perello@oxnard.org>,

"gabe.teran@oxnard.org" <gabe.teran@oxnard.org>, "oscar.madrigal@oxnard.org" <oscar.madrigal@oxnard.org>,

"gabriela.basua@oxnard.org" <gabriela.basua@oxnard.org>, "vianeyforoxnard@gmail.com" <vianeyforoxnard@gmail.com>

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,

Yudin Z. Roa

DEIR Port of Hueneme- Temporary Outdoor Vehicle Storage Facility

Christiane Schlumberger <c.schlumberger@me.com>

Sun, Feb 27, 2022 at 10:49 AM

To: jay.dobrowalski@oxnard.org

Cc: john.zaragoza@oxnard.org, bryan.macdonald@oxnard.org, bert.perello@oxnard.org, gabe.teran@oxnard.org, oscar.madrigal@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,
Christiane Schlumberger

DEIR Port of Hueneme- Temporary Outdoor Vehicle Storage Facility

Sam Stewart <sammystew99@yahoo.com>

Sun, Feb 27, 2022 at 5:16 PM

To: jay.dobrowalski@oxnard.org

Cc: john.zaragoza@oxnard.org, bryan.macdonald@oxnard.org, bert.perello@oxnard.org, gabe.teran@oxnard.org, oscar.madrigal@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,
[Insert name]

Glovis 34-Acre Deir

Sarah Shahbazian <sarahshahbazian@gmail.com>
To: jay.dobrowalski@oxnard.org

Mon, Feb 28, 2022 at 6:11 PM

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,

Sarah Shahbazian

DEIR Port of Hueneme- Temporary Outdoor Vehicle Storage Facility

Francisco Tapia <franciscohtapia@icloud.com>

Wed, Mar 2, 2022 at 10:18 AM

To: jay.dobrowalski@oxnard.org

Cc: john.zaragoza@oxnard.org, bryan.macdonald@oxnard.org, bert.perello@oxnard.org, gabe.teran@oxnard.org, oscar.madrigal@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski,

I'm writing to submit comments on the Draft Environmental Impact Report (DEIR) on the proposed Port of Hueneme Temporary Outdoor Vehicle Storage Facility. The city did not do everything they could have done to provide meaningful public review. A large percentage of residents who would be most impacted by this project are primarily Spanish speakers but only a 5 page summary was translated to Spanish, out of the 1,000 page report. The DEIR should be translated into Spanish, and possibly other languages to make it more accessible to impacted residents.

The DEIR doesn't take into account all of the different port expansion projects that this project is linked to which together will lead to much more diesel exhaust and other pollution in our community. This includes the 250 acre Multimodal Logistics Park, which is intended to transition out the 34 acre site, yet it is never mentioned in the DEIR.

The DEIR doesn't analyze the increased pollution from port traffic on Hueneme Road driving to the 34-acre site. The DEIR should evaluate pollution from all vehicles that are driven every day back and forth from the port to the storage facility for 3-5 years, pollution from the ships that will bring the new cars in, and the diesel trucks and trains that will take the cars out of Oxnard to their final destinations.

Traffic directed to the 34-acre site will be near five elementary schools, one high school, two community parks, low-income housing, and a community health clinic, impacting several thousand young children who are more sensitive to air pollution. The DEIR needs to address the health impacts related to increased diesel emissions and particulate matter.

South Oxnard already faces pollution from the nearby power plant, superfund site, and nearby factories. The DEIR needs to consider environmental justice by assessing the impacts of the project in addition to the current pollution burdens faced by the South Oxnard residents

This project is right between South Oxnard neighborhoods and the Ormond Beach Wetlands which is being restored for a public green space for the community to enjoy and take their families. The DEIR does not look into the increased number of cars on Hueneme Road and the impacts it will have on surrounding neighborhoods trying to safely access the Ormond Beach Wetlands.

Finally, the DEIR doesn't properly consider all possible alternatives like keeping the port's traffic away from sensitive areas by using the site as a park instead, using storage space within the naval base or using zero-emission electric trucks to carry its cargo to existing sites.

The city needs to recirculate a new DEIR that addresses these flaws.

Sincerely,
Francisco Tapia

Fwd: Fw: New OBRAP Project Webpage

Mancha, Salvador <sal.mancha@oxnard.org>
To: Jay Dobrowalski <jay.dobrowalski@oxnard.org>

Tue, Mar 8, 2022 at 10:42 AM

----- Forwarded message -----

From: **Irene** <ireneraus@hotmail.com>
Date: Thu, Mar 3, 2022 at 7:46 AM
Subject: Fw: New OBRAP Project Webpage
To: sal.mancha@oxnard.org <sal.mancha@oxnard.org>

Hello Mr. Sal Mancha,
I'm a life long resident of Oxnard, and care about the City quality of life, currently very disturbing is the Port's proposal to store cars at Ormond Beach adjacent to the Advance Water Purification Facility.
Please let me know City of Oxnard's position on this?

Best,
Irene Rauschenberger
Sent from Windows Mail

From: [Irene](#)
Sent: Thursday, March 3, 2022 7:40 AM
To: isidro.figueroa@oxnard.org

Good Morning,
My mistake sending you a blank message... I'm concerned and will you please let me know the City of Oxnard's position on the Port of Hueneme's proposal to park cars at Ormond for storage ?

Thank you,
Irene Rauschenberger
Resident

From: [Irene](#)
Sent: Thursday, March 3, 2022 7:36 AM
To: isidro.figueroa@oxnard.org

Sent from Windows Mail

From: isidro.figueroa@oxnard.org
Sent: Tuesday, September 29, 2020 5:55 PM

Friend-

The Ormond Beach Partners would like to inform you that the Ormond Beach Restoration and Access Plan (OBRAP) project webpage is now hosted by the City. The dedicated project webpage recently went live and will contain more information in the near future. Currently, the draft Restoration Plan and public comments are posted on the webpage. The webpage will be the home for all future documents, public outreach meetings postings, and all other documents and updates concerning the OBRAP.

The webpage can be accessed by the following link: <https://www.oxnard.org/ormond-beach-restoration-public-access-plan/>

The Ormond Beach Partners would also like to thank Friends of Ormond Beach for all the volunteer work they have invested at Ormond Beach for the past year. Friends of Ormond Beach have also started a newsletter for the purposes of informing subscribers on all the news and relevant information concerning Ormond Beach. The information identified below was provided by Friends of Ormond Beach to introduce themselves to the OBRAP community. Please feel free to contact Friends of Ormond Beach directly if you would like more information about the organization.

The Ormond Beach Partners would also like to thank all of the countless volunteers and organizations that have contributed to the preservation and conservation of Ormond Beach over the decades. Your hard work and dedication is greatly appreciated.

[Friends of Ormond Beach Organization \(All information identified below has been provided by Friends of Ormond Beach\)](#)

Introduction:

Ormond Beach and Lagoon, located in Oxnard between Port Hueneme and Point Mugu, is a unique wetlands environment that supports over 200 migratory birds, including the endangered Western Snowy Plover and the California Least Tern. Ormond Beach and Lagoon is situated next to the Halaco Superfund Site and has been blighted by decades of industrialization and pollution from homeless encampments.

The Mission of Friends of Ormond Beach:

Friends of Ormond Beach formed in 2019 and is a grassroots organization of environmentally minded volunteers seeking to protect the Ormond Beach wetlands and the species therein. We seek to raise awareness to our local and broader community about the threats to this wetlands area and partner with other environmentalist groups such as Surfrider, Paddle Out Plastic, and the Ventura Audubon Society to mitigate those threats. We also work with both city and county agencies that oversee the waterways that discharge into the Ormond Lagoon. Finally, we support the three partners of Ormond Beach, the city of Oxnard, the State Coastal Conservancy, and The Nature Conservancy in finding a proper land manager to protect the wetlands environment from further degradation. ***We welcome new volunteers.***

You can contact us and sign up to get [our monthly newsletter](#) at saveormondbeach2019@gmail.com. Follow us on [Facebook](#) at [friendsoformondbeach](#) and on [Instagram](#) at [friendsoformondbeach](#).

--

Isidro Figueroa
Principal Planner
805-385-8207

Please visit us online: [oxnard.org/planning](https://www.oxnard.org/planning)

For Answers to Frequently Asked Questions visit our [FAQ](#) page

COVID 19 NOTICE:

In response

to state and federal directives,

OUR COUNTER IS CLOSED TO THE PUBLIC UNTIL FURTHER NOTICE.

Planning permit entitlement processing services will continue.

•

General inquiries should be sent via email to
Planning@oxnard.org.

•

Fwd: The "Your port is here to work for you, join us" is an enigma...

Mancha, Salvador <sal.mancha@oxnard.org>
To: Jay Dobrowalski <jay.dobrowalski@oxnard.org>

Tue, Mar 8, 2022 at 1:34 PM

----- Forwarded message -----

From: **Irene** <ireneraus@hotmail.com>
Date: Tue, Mar 8, 2022 at 1:00 PM
Subject: Fw: The "Your port is here to work for you, join us" is an enigma...
To: cityclerk@oxnard.org <cityclerk@oxnard.org>, Alexander.Nguyen@oxnard.org <Alexander.Nguyen@oxnard.org>, sal.mancha@oxnard.org <sal.mancha@oxnard.org>, ashley.golden@oxnard.org <ashley.golden@oxnard.org>

PS, Today's Star News OPINION pg.13A, "Public Health needs investment ... is preventative health, etc."

Noteworthy, Ormond Beach is a natural resource and an investment for Public Health, that residents have been advocating for decades!

Sent from Windows Mail

From: Irene
Sent: Saturday, March 5, 2022 11:23 AM
To: cityclerk@oxnard.org, Alexander.Nguyen@oxnard.org, sal.mancha@oxnard.org, ashley.golden@oxnard.org
Cc: carmen.ramirez@ventura.org, godwincl@pwc.com, Steven Nash, Aaron Greer

To: City of Oxnard Commissioners,

Here we go again, VC Star article Feb 19, **2019**, "Port eyes land to store 5,000 cars" Then again VC Star article_Feb 20, **2022**, "Your Port is here to work for you, join us".

The Port proposal for "5k vehicle storage" permit at the corner of Hueneme and Perkins road 34 acres adjacent to the Advanced Waste Water Purification Facility is not compatible with AWWPF industry, nor supportive of the adjacent community.

Vehicle storage movement and emissions is a threat to the coastal environment that supports wetlands and wildlife, and for the community preservation projects with the Nature Conservancy and the Coastal Commission restoration plans at Ormond Beach Wetlands. Noteworthy, Naval Base at Pt. Mugu, currently the second largest wetlands area in California and is designated as a protected area, no other agency is acting to protect it ! The Ormond Beach area hosts over 200 migratory bird species and more shorebird species are known to use Ormond Beach than any other site in Ventura County. Cite [CA.GOV](https://www.ca.gov)

A challenge, is the existing Superfund Site at Ormond Beach since 1965, is an enigma on our coastline...that may someday contaminate the ocean and impact the Channel Islands.
<https://cumulis.epa.gov/supercpad/cursites/csitinfo.cfm?id=0901242>

A remedy is Oxnard needs to acquire the AWWPF adjacent 34 ac vacant lot, so to not acquiesce to the demands for a "temporary vehicle storage" at Ormond!. The City of Oxnard is fortunate to have the Port and Hueneme Base here, economically and for security, nonetheless the Port has options for vehicle storage adjacent to existing industrial parking just south of Ormond Beach.

Noteworthy, historically Native Americans lived in the area and made use of the wetlands and lagoon, most notably the Chumash people, up until the early 1800s. Includes the Channel Islands history.

Oxnard needs to tell this story!

https://en.wikipedia.org/wiki/Ormond_Beach,_Oxnard,_California

“In other words, as Henry David Thoreau claims, a remedy we can never have enough of is a healthy dose of nature”.

Best for Oxnard,
Irene Rauschenberger
Resident

Sent from Windows Mail

--

Salvador Mancha

Department Administration Technician
Community Development Department
214 S C Street | Oxnard, CA 93030
805-385-7884
www.oxnard.org/development



For
new applications,
aside from Cannabis related permits, email us at planning@oxnard.org.
Large projects can be shipped with prior authorization. Smaller projects may be submitted via email.

- For
new Cannabis applications, call (805) 385-7863 for cannabis zoning clearance/verification and appointments.
Otherwise, visit <https://www.oxnard.org/cannabis-regulations/>
or email cannabisinfo@oxnard.org
The application window has been extended to May 22, 2020.

For
existing applications, contact your assigned Case Planner by direct email.

Please check our website at
www.Oxnard.org
and City approved information on COVID19 for
updates.

--

Salvador Mancha

Department Administration Technician
Community Development Department
214 S C Street | Oxnard, CA 93030
805-385-7884
www.oxnard.org/development



Fwd: The "Your port is here to work for you, join us" is an enigma...

Mancha, Salvador <sal.mancha@oxnard.org>
To: Jay Dobrowalski <jay.dobrowalski@oxnard.org>

Tue, Mar 8, 2022 at 1:35 PM

----- Forwarded message -----

From: **Irene** <ireneraus@hotmail.com>

Date: Tue, Mar 8, 2022 at 1:34 PM

Subject: Fw: The "Your port is here to work for you, join us" is an enigma...

To: cityclerk@oxnard.org <cityclerk@oxnard.org>, Alexander.Nguyen@oxnard.org <alexander.nguyen@oxnard.org>, sal.mancha@oxnard.org <sal.mancha@oxnard.org>, ashley.golden@oxnard.org <ashley.golden@oxnard.org>

One more FYI : It's 2022 - 1983 = 39 years ago!

Efforts to save Ormond began...In 1983 the Ormond Beach Observers was founded by Jean Harris and Roma Armbrust, advocates for the environment, and unified diverse organizations interested in protecting these wetlands. They were also instrumental in Oxnard beach become a State beach.

Best,

Irene

[Quoted text hidden]

[Quoted text hidden]



EARTHJUSTICE



WISHTOYO
CHUMASH FOUNDATION
FIRST NATIONS ECOLOGICAL CONSERVATION ALLIANCE

July 1, 2022

Via Email and Federal Express

Jay Dobrowalski
Senior Planner
City of Oxnard Planning Division
214 South C Street
Oxnard, CA 93030
Email: jay.dobrowalski@oxnard.org

Re: Supplemental Comments on The Port of Hueneme – Temporary Outdoor Vehicle Storage Facility Project (#2020069039) and PZ 18-500-02 (Special Use Permit)

Dear Mr. Dobrowalski:

We write on behalf of the Central Coast Alliance United for a Sustainable Economy (“CAUSE”), Earthjustice, Natural Resources Defense Council (“NRDC”), and Wishtooyo Chumash Foundation (“Wishtooyo”) to provide supplemental comments for the Port of Hueneme – Temporary Outdoor Vehicle Storage Facility Project (“Project”).

On March 21, 2022, the City of Oxnard Planning Division (“OPD”) hosted a Virtual Community Workshop with presentations from the OHD discussing its plans for the 34-acre Vehicle Storage Site currently under review. At the conclusion of the Virtual Community Workshop, OPD invited additional written comments from the public concerning the proposed Project and the presentation by the Oxnard Harbor District (“OHD” or the “Port”). In line with this invitation, these comments supplement our previous letter submitted on February 14, 2022. We incorporate by reference all previous comments submitted raising issues regarding the Draft Environmental Impact Report (“DEIR”) and reiterate our position that the DEIR is inadequate and cannot support the Special Use Permit sought through the relevant application to the Planning Commission.

In our prior letter, we explained how the DEIR for the Project failed to comply with the California Environmental Quality Act (“CEQA”). There is new evidence that has emerged under production in response to Public Records Act (“PRA”) requests to the Port that should be part of the record such that decisionmakers and the public have all substantial relevant information to participate in the CEQA process and make an informed decision on the project, as required by CEQA.¹ The

¹ Cal. Code Regs. tit. 14, § 15151 (1992) (“An EIR should be prepared with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences”); *Laurel Heights Improvement Ass’n v. Regents of Univ. of California* 47 Cal. 3d 367, 394 (1988), as modified in denial of reh’g (Jan. 26, 1989) (“A fundamental purpose of an EIR is to provide decision makers with information they can use in deciding *whether to approve a proposed project*... If post-approval environmental review were allowed, EIR’s would likely become nothing more than post hoc

released documents substantiate the serious CEQA violations described in our February 14 letter: in compiling the DEIR, the Port knowingly piecemealed other expansion projects, willfully ignored significant environmental issues and did not include adequate detail in the DEIR, and failed to translate the DEIR for meaningful public review.

Furthermore, we are concerned that the City of Oxnard is withholding additional relevant information due to their egregious delay in responding to our PRA request from June 2021 and their failure to meet with requestors to identify responsive records. We ask, once again, that the City set up a meeting with requestors as soon as possible to develop a path forward to producing records responsive to our June 2021 request.

Simply put, the current DEIR is inadequate. Given the significant flaws described further below, the DEIR should be rejected, and the special use permit must be denied. If the City wishes to move forward, it must recirculate a DEIR that contains sufficient information and detail to allow decision makers to make an informed decision on the entire Project, as required by CEQA. Should the City fail to conduct a full, thorough, and transparent environmental analysis in compliance with CEQA, the Planning Commission must decline to certify any final EIR.

rationalizations to support action already taken”); *Sierra Club v. County of Fresno*, 6 Cal. 5th 502, 510, 431 P.3d 1151, 1158 (2018) (holding that an EIR must include “sufficient detail to enable those who did not participate in its preparation to understand and to consider meaningfully the issues the proposed project raises...”).

TABLE OF CONTENTS

PROCEDURAL BACKGROUND.....	4
I. The DEIR Improperly Piecemealed the Project.....	4
II. The DEIR’s Project Description is Inaccurate and Misleading	9
A. The City has not Demonstrated how the Project is Temporary in the DEIR.	9
B. The City has not Explained the Permanence of the Alleged Benefits of the Project. ..	10
III. The DEIR Failed to Incorporate Critical Environmental Information in Violation of CEQA.	11
C. The DEIR Failed to Incorporate an Accurate Cumulative Impact Assessment.	11
D. The Traffic Study Incorporated into the DEIR was Rubberstamped.	13
E. The Port Failed to Provide a Reasonable Explanation for not Considering a Zero- Emission Vehicle Alternative.....	15
IV. The Port has not Provided a Meaningful Public Review of the DEIR.	16
CONCLUSION.....	17

PROCEDURAL BACKGROUND

Given the lack of publicly available information on expansion planned by the Port, CAUSE and NRDC submitted Public Records Act (“PRA”) requests to both the City and the Port in June 2021.

The City has almost entirely ignored the aforementioned PRA requests and has produced only 20 documents to date, despite the statutory and constitutional right under California law to public access to governmental records.² This failure by the City to fully respond to our request not only violates the PRA, but also undermines a core principle of CEQA: public participation.

Since we submitted comments on the Draft EIR in February 2022, the Port produced additional documents responsive to the PRA requests on February 22, March 18, April 22, April 29, and May 26, 2022, and continues to make documents available on a rolling basis. The produced documents provided additional information previously unavailable to commenters regarding the 34-acre site, the permanent 250-acre site, and other reasonably foreseeable development in the Port. Based on our review of these new documents, commenters have the right to supplement our earlier comments.³ Since this supplemental letter is based on new information revealed in the Port’s responses to our PRA Requests, the comments raised herein and the attached produced documents should become part of the administrative record.

CEQA requires agencies to recirculate an EIR when “significant new information” is disclosed and provide an opportunity for a renewed public notice and comment.⁴ “Significant new information” includes documents that reveal that “the draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.”⁵

As detailed below, the documents produced by the Port under the PRA reveal precisely how the DEIR was inadequate: (1) the DEIR improperly piecemealed the Project; (2) the DEIR’s Project Description is inaccurate and misleading; (3) the DEIR failed to incorporate critical environmental information in violation of CEQA; and (4) the City has not provided a meaningful public review of the DEIR.

I. The DEIR Improperly Piecemealed the Project.

The DEIR failed to consider the 250-acre site as a reasonably foreseeable extension and therefore improperly piecemealed the Project. CEQA prohibits the piecemealing of projects to avoid a more robust review of the potential direct or indirect physical changes to the environment caused by a

² See Cal. Gov. Code §§ 6253(b), 6253.1(a).

³ Cal. Gov. Code § 65009(b); Cal. Pub. Res. Code § 21177(a); *Bakersfield Citizens for Local Control v. Bakersfield* 124 Cal. App. 4th 1184, 1199-1203, 22 Cal. Rptr. 3d 203, 214 (2004); see *Galante Vineyards v. Monterey Peninsula Water Mgmt. Dist.* 60 Cal. App. 4th 1109, 1121, 71 Cal. Rptr. 2d 1, 8 (1997).

⁴ Cal. Code Regs., tit.14, § 15088.5(d), (f); see also Cal. Pub. Res. Code § 21092.1 (West).

⁵ Cal. Code Regs., tit.14, § 15088.5(a)(4).

project.⁶ An EIR must include an analysis of the environmental effects of future expansions or other actions when: a) a project is a reasonably foreseeable consequence of the initial project; and b) the future expansion or action is significant in that it will likely change the scope or nature of the initial project or its environmental effects.⁷

The Port produced “significant new information” which revealed that the DEIR “was so fundamentally and basically inadequate and conclusory in nature” with respect to the 250-acre site that meaningful public review was precluded—thus triggering the need for recirculation as stated in the CEQA Guidelines § 15088.5(a)(4). The record indicates that the 34-acre site is an allegedly temporary measure with the Port already discussing future action plans to move the site to the 250-acre lot; and the Port and the City are contemplating multiple projects with a singular goal: to reduce capacity constraints for vehicle storage. Because these documents reveal serious gaps in the DEIR, they must not only be made part of the record, but the agency must also revise and recirculate the DEIR giving full consideration to the 250-acre site.

The Port has repeatedly emphasized, in different contexts, that the 250-acre site would operate as a logical outgrowth, i.e., a reasonably foreseeable consequence, of the 34-acre site and that it would be a permanent structure with a larger environmental footprint. For instance, the Port has started drafting conceptual plans, pursuing financial arrangements with customers, considering the 250-acre project for grants, and designating the site as an Opportunity Zone. More egregiously, records indicate that the Port might have commenced the CEQA process for the 250-acre project as early as 2018. As such, this new evidence further demonstrates that the 250-acre site meets the CEQA test for a future project that must be considered in an EIR for the 34-acre site.⁸

In addition to the evidence and comments already raised in our February 14, 2022 letter, recent PRA productions further show that the 250-acre project is intended as a reasonable future consequence of the 34-acre site and that concrete steps have been taken to bring the project into fruition. The subsequent paragraphs detail a chronology of the Port’s various grant applications, meetings with landowners, communications with potential tenants and clients, and Community Workshop meetings with stakeholders, which together demonstrate that the Port has known for many years, and at least since 2019, that the 250-acre site would be a reasonably foreseeable consequence of 34-acre site.⁹

In August 2019, the Port began working with the 16 owners to get a non-binding commitment that the 250-acre property would be designated as an opportunity zone.¹⁰ As early as November 2019,

⁶ *Berkeley Keep Jets Over the Bay Comm. v. Bd. Of Port Comm’rs*, 91 Cal.App. 4th 1344, 1358, 111 Cal. Rptr. 2d 598, 608 (2001), as modified on denial of reh’g (Sept. 26, 2001).

⁷ *Laurel Heights Improvement Ass’n v. Regents of Univ. of California* 47 Cal. 3d 367, 396, 764 P.2d 278 (1988), as modified on denial of reh’g (Jan. 26, 1989).

⁸ *Id.*

⁹ Aegir Property Advisors, *Project Update on Proposed Port of Hueneme Logistics Park* at p. 9 (Feb. 2021) (this presentation highlights a timeline wherein the CEQA process for the 250-acre site started in 2018).

¹⁰ See Email from Kristin Decas to Commissioners, Subject: Weekly Update (Aug. 5, 2019).

GLOVIS had already committed to 140 acres of the 250 site.¹¹ In these conversations, contacts at GLOVIS discussed Letters of Intent for the 250-acre and 34-acre sites together.¹² Emails from Port customers indicate that they viewed the 250-acre project, 34-acre project, and the STACKED parking structure as reaching the same goal of expanding port vehicle capacity.¹³

Thereafter in February 2020, OHD and GLOVIS began discussing arrangements for an MOU for the use of the 250-acre site as a long-term project. These email communications also reflect GLOVIS' interest in an on-dock parking structure and additional properties for use. More critically, it flags a 10-acre storage site at 6001 Arcturus, which has to go through renovations to be able to land cars.¹⁴

In March 2020, the Port signed a Memorandum of Understanding ("MOU") with the property owners for the 250-acre site.¹⁵ The MOU says that the Port and the landowners will cooperate in drafting and considering a purchase option for the 250-acre site.¹⁶ The MOU lists the following property owners:

- William Ito, Ito Farms
- Allen Camp, South Shore Land Company LLC
- Steven Murata, Plum Vista LP / Ume Properties LLC
- Ito Family Trust
- White Family Trust
- Katsuda trust(s)

The newly produced documents by the Port indicate that they were in conversation with landowners, including Allen Camp and Bill Ito, in 2020.¹⁷

Beginning in June 2020, multiple budget documents list the 34-acre site and the 250-acre site as a single line item, e.g., "34 Acre/250 Acre Project," suggesting that the projects are inextricably

¹¹ See Email from Dona T. Lacayo to GLOVIS USA at p.2 (Feb. 8, 2021).

¹² See Email between Dona T. Lacayo and GLOVIS USA (Nov. 7, 2019), Email between Dona T. Lacayo and GLOVIS USA (Aug. 20, 2019), Email between Dona T. Lacayo and GLOVIS USA (Sept. 2019).

¹³ *Id.*

¹⁴ Email from Dona T. Lacayo to Charles Franklin Re GLOVIS real estate update at p. 2 (Feb. 21, 2020).

¹⁵ *Memorandum of Understanding*, Oxnard Harbor District (March 3, 2020).

¹⁶ *Id.* at p. 2.

¹⁷ See Email from Kristin Decas to Commissioners, Subject: Weekly Update (Oct. 16, 2020); Email from Sandra Cruz to Kristin Decas, Subject: End of Day Review (Dec. 2, 2020).

linked.¹⁸ In October 2020, the Port continued meeting with the negotiating team for the owners to determine an accurate market value for the site.¹⁹

From late 2020 to early 2021, GLOVIS and OHD continued correspondence about coordination for port vehicle storage expansion that tied the 250-acre site with an on-dock parking structure, the 34-acre site, and Naval base property.²⁰ In early 2021, OHD noted in a presentation that it has already invested \$230,000 in developing the 250-acre site, including: development structure analysis; extensive analysis on CEQA, real estate, park development, engineering, rail; and discussions with City/County officials.²¹ The same presentation also highlighted that OHD needed “firm commitments” and “fast track permitting” for the 250-acre project and the “stop gap measure”—referring to the 34-Acre site.²²

At the same time, the Port re-applied for federal funding for the 250-acre project and successfully designated the 250-acre site in census tracks as an Opportunity Zone.²³ Beginning in February 2021, OHD started to line up potential customers for the 250-acre site and began securing MOUs.²⁴ In an email, subject line: “250 Acres Development Update Call to Action,” the Port noted that “in discussions with several potential port clients, we have identified potential demand from them for approximately 160 acres.”²⁵ Although this estimate did not translate to firm commitments, the Port noted that they could not accommodate more than three to four tenants, one of which would be the Port itself. Thereafter in May, the Port sent a draft MOU with an expected deadline of “July 2nd, 2021.”²⁶ The Draft MOU provides that Port customers will put down a deposit (\$12,000 per acre) to use land on the 250-acre site, with the deposit being refundable until the Port secures legal entitlements to the 250-acre site.²⁷ An April 2021 Board Meeting also notes that the Port has engaged in “advanced discussions with auto customers on the 250 acres site.”²⁸ Thereafter, in June, the emails noted that there was a “strong indication from WWL, Del Monte and GLOVIS that they

¹⁸ The Port of Hueneme Oxnard Harbor District, *Fiscal Year 2021 Budget Schedule* at pp. 3-4 (2021); The Port of Hueneme Oxnard Harbor District, *FY 2022 Capital Outlay Plan* (2021); The Port of Hueneme, *FY2021/2022 Preliminary Budget Presentation* at p. 17 (May 17, 2021); The Port of Hueneme Oxnard Harbor District, *FY 2021 Capital Outlay Plan Draft* (2020).

¹⁹ See Email from Kristin Decas to Commissioners, Subject Weekly Update (Oct. 16, 2020).

²⁰ See Email from Dona T. Lacayo to Charles Franklin Re: GLOVIS real estate update (Feb. 21, 2020).

²¹ Aegir Property Advisors, *Project Update on Proposed Port of Hueneme Logistics Park* at p. 5 (February 2021).

²² *Id.* at p. 6.

²³ See OHD, Collaboration Call with City of Oxnard at p.2 (Ongoing).

²⁴ See Email from Dona T. Lacayo to Port of Hueneme Staff and Aegir Ports at pp. 4-6 (June 2021).

²⁵ *Id.* at p. 5.

²⁶ *Id.* at p. 2.

²⁷ Memorandum of Understanding for Deposit and Right to Lease Land in a Proposed Port Related Logistics Park in the City of Oxnard (Form as of May 11, 2021).

²⁸ Board of Harbor Commissioners, Board Meeting Materials at p. 14 (Apr. 19, 2021).

are in” and an update indicating the amount of space each customer wants to be reserved via the MOU “40-50 acres for Del Monte, 100 for WWL.”²⁹

In September 2021, the OHD received an Infrastructure for Rebuilding America (“INFRA”)-Extra grant for the Hueneme Modernization Project.³⁰ The INFRA-Extra initiative provides an opportunity to apply for Transportation Infrastructure Finance and Innovation Act (“TIFIA”) credit assistance for up to 49% of eligible project costs. The 2021 request for the INFRA grants states, “[t]he Project advances a critical component of the 2020 Plan that calls for ... increased auto capacity.”³¹ The application goes on to state that the “[m]odernization Project [would] increase the Port’s ability to accommodate automobile exports” and that the “Port’s automobile customers have high demand for additional space to accommodate their cargo.”³²

Most recently, during the March 2022 virtual Community Workshop, Oxnard Planning Division officials and OHD officials stated that the 34-acre site and the 250-acre site would operate “like Legos.”³³ That is, the 250-acre site would build off of the “stop-gap” 34-acre site. The Port had already recognized the link between a more permanent solution to their capacity issues and a stop-gap measure for their clients’ space constraints.

Finally, the City of Oxnard was also aware of the Port’s plans for the 250-acre site. For example, the Port produced a document titled “Collaboration Call with City of Oxnard” with the goal of “Partnership for Economic Development.”³⁴ The document has an “ongoing deadline” and is supplemented with information about the 250-acre site, including grant applications and the inclusion of the 250-acre site in census tracks as an Opportunity Zone.³⁵ Furthermore, a flyer published by both the City of Oxnard and the Port indicates that “[t]he stop gap 34-acre measure ... will ensure that the City of Oxnard and the PoH will have sufficient time to structure and meet all regulatory requirements for the longer term 250-acre port logistics park with access to rail.”³⁶

As all the above information demonstrates, it was reasonably foreseeable that the 250-acre site would be a necessary component of this Project. Separating the 250-acre site as a “separate and

²⁹ Email between Dona T. Lacayo and Port of Hueneme Staff and Aegir Ports at p. 1 (June 2021).

³⁰ The Port of Hueneme, *Port of Hueneme Projects & Events* (March 2019).

³¹ The Port of Hueneme, *The Hueneme Modernization Project – Dep’t of Transportation – INFRA Grant Application FY 2021* at p. 6.

³² *Id.*

³³ City of Oxnard, *Community Workshop-34 Acre Vehicle Storage Facility Project* available online at <https://oxnardca.civicclerk.com/web/player.aspx?id=4561> at 2:57:19 (Mar. 21, 2022).

³⁴ OHD, *Collaboration Call with City of Oxnard* at p. 2 (Ongoing).

³⁵ *Id.* Private investments made within this zone will expect return on their investment over a period of time. This strongly suggests that an increased movement of cars and other goods through this corridor was reasonably foreseeable.

³⁶ City of Oxnard & The Port of Hueneme: *Partners in Economic Development, Flyer Re: Ensuring the commercial viability of a major Ventura County Economic Engine - The Port of Hueneme (PoH) - for a better tomorrow at the City of Oxnard.*

distinct” project in the EIR is not only piecemealing in violation of CEQA but also entirely disingenuous.

II. The DEIR’s Project Description is Inaccurate and Misleading.

OHD staff have repeatedly emphasized the temporary nature of the Project to downplay the project’s impacts. The Port also noted that the 34-acre project could be taken apart to make another future possible. Yet, when stakeholders asked the Port about a) where the Port would store the 5,000 cars after the 3-5 years; and b) whether workers will be laid off after 3-5 years – the Port evaded answering major questions about the expiration of the temporary permit.³⁷

The Project description in the DEIR also suffers from these fatal flaws. The Port produced “significant new information” revealing that the DEIR was “fundamentally and basically inadequate” for two key reasons. First, neither the City nor the Port explains why the Project is truly temporary. Second, assuming the Project is temporary, neither the City nor the Port explains why the benefits of the Project would be permanent. For these reasons, the new documents must not only be made part of the record, but they also demonstrate how the project description is inadequate under CEQA, and the agency must revise and recirculate the Draft EIR with a proper project description so that decisionmakers can properly assess the impacts of this project.

A. The City has not Demonstrated how the Project is Temporary in the DEIR.

Although OPD and OHD officials have repeatedly stated that the project would be “temporary,” the documents produced by the Port in response to our PRA requests have demonstrated that the project is likely to become permanent.

The Port has repeatedly raised concerns about an unsustainable “serious off port land deficit” of about 300 acres. More recently, the Port has noted that “storage is becoming an issue now not just for automobiles but containers now as well.”³⁸ While the City has highlighted these space issues, it has not provided the public with any information that would buttress the alleged temporary nature of the site. For example, OHD has not provided specifics regarding plans to transition the site post-project (e.g., into a park) or that the Port will undertake specific mitigation measures to prevent the environmental impact of that reversion. Instead, the space issues that the Port has repeatedly raised in internal documents lead us to believe that the site will be used to increase the carrying capacity of the Port. The lack of transparency on these points calls into question the temporary nature of the site as well as OHD’s long-term intentions for the site.

We reiterate that the temporary nature of the project does not align with the objectives outlined for the project, i.e., to “reduce and consolidate” reliance on off-port satellite storage locations. Unless existing off-Port sites are being kept in operation or an additional more permanent site is planned

³⁷ City of Oxnard, *Community Workshop-34 Acre Vehicle Storage Facility Project* available online at <https://oxnardca.civicclerk.com/web/player.aspx?id=4561> (Mar. 21, 2022) (questions regarding future of cars at 1:48:55 and temporary employment at 1:30:26 and 1:53:10. Vague answers from the Port beginning at 2:43 -3:00)

³⁸ OHD, Collaboration Call with City of Oxnard at p.4 (Ongoing).

as part of this Project, the temporary nature of the Project blurs the sincerity of the objectives—and by extension—the adequacy of the project description. The City cannot seem to reconcile the objectives in the project description with the purported temporary nature of the site.

If truly temporary, the project would fail to satisfy the stated objectives—making Alternative One: No Project/No Build by far the environmentally superior alternative that the City should adopt. As we stated in our February 14, 2022 comment letter, the City’s concern over reducing diesel truck traffic, if genuine, could be addressed with the deployment of zero-emission trucks and related technologies that are increasingly becoming available in the market. Indeed, at the March 21, 2022 Community Workshop, Port staff touted that the Project’s presumptive tenant, GLOVIS, has led the industry in producing Class-8 zero-emissions trucks.³⁹ This information serves to counter the argument that deploying zero-emission trucks to serve the Port’s vehicle storage operations is infeasible. Therefore, we reiterate our call to the City and the Port to broadly consider deploying zero-emission trucks and other technology as an alternative to building an unnecessary temporary vehicle storage parking lot next to sensitive wetlands.

B. The City has not Explained the Permanence of the Alleged Benefits of the Project.

Logically, this project cannot provide the promised permanent benefits—increasing economic activity, bringing sustainable jobs, and consolidating existing sites from Camarillo and Ventura—while also being temporary.

In its ongoing collaboration calls with the City, the Port has repeatedly emphasized that the Project will “create 40+ new jobs and add \$2.2 million in local salaries annually.”⁴⁰ However, it does not explain where these jobs and salaries will go after the allegedly temporary project expires. Indeed, when stakeholders asked the Port about potential layoffs for the new workers in the March 2022 Community Workshop, the Port responded that the jobs that the 34-acre site would create are temporary construction jobs, implying contracts that will expire.⁴¹ Simply put, the Project is not actually creating any long-term, unionized, and adequately paying jobs. Additionally, in its Project 34 FAQs, the Port has also repeatedly emphasized that the Project will create capacity for 4,944 vehicle storage spaces. The Port fails to explain where these cars will go after the allegedly temporary project expires. Again, when stakeholders asked the Port whether GLOVIS intends to cancel car shipments after the temporary storage facility expires in the March 2022 Community Workshop, the answer was murky at best – stakeholders remain unclear about the future of

³⁹ City of Oxnard, *Community Workshop-34 Acre Vehicle Storage Facility Project* available online at <https://oxnardca.civicclerk.com/web/player.aspx?id=4561> at 2:49:30 – 2:52:00 (Mar. 21, 2022).

⁴⁰ OHD, Collaboration Call with City of Oxnard – Partnership for Economic Development at p. 2 (Ongoing).

⁴¹ City of Oxnard, *Community Workshop-34 Acre Vehicle Storage Facility Project* available online at <https://oxnardca.civicclerk.com/web/player.aspx?id=4561> at 2:44:40 (Mar. 21, 2022).

imported cars and other imports.⁴² If the other projects are truly “separate and detached,” then they will not serve as sites for moving these vehicles.⁴³

These are integral components of the full project that remain unknown, and as such, the DEIR fails to disclose all the impacts of the project.

III. The DEIR Failed to Incorporate Critical Environmental Information in Violation of CEQA.

Without complete environmental reporting, as well as public commentary from an adequately informed public, officials cannot make informed decisions on projects.⁴⁴ CEQA procedure is intended to not only provide for adequate environmental assessment, but also to “demonstrate to an apprehensive citizenry that the agency has, in fact, analyzed and considered the ecological implications of its action.”⁴⁵ The integrity of the CEQA process is “dependent on the adequacy of the EIR.”⁴⁶

The “significant new information” produced by the Port reveals that the DEIR was inadequate and conclusory because it failed to incorporate and inform the public and decisionmakers about the Project’s cumulative impacts, rubberstamped an important traffic analysis, and omitted from consideration reasonable, zero-emission alternatives. The lead agency’s fundamental exclusions in its DEIR deprived the public of informed commentary. As such, the agency also failed to demonstrate how it has taken a hard look at the environmental implications of its actions with respect to the Project. Because these documents reveal serious gaps in the DEIR, they must not only be made part of the record, but the agency must revise and recirculate the DEIR giving full consideration to the environmental consequences.

C. The DEIR Failed to Incorporate an Accurate Cumulative Impact Assessment.

⁴² *Id.* at 2:44:05-2:44:55 (providing vague statements regarding “long term developments” and “future sites to help support the Port” and that such developments will be managed in an “open and transparent” way but not specifically responding to how car shipments will be managed.)

⁴³ *Id.* at 23:04 and 2:44:00 (the Port acknowledging that they are in preliminary discussions for allegedly “separate and detached” projects – such as the 250-acre site.)

⁴⁴ *Neighbors for Smart Rail v. Exposition Metro Line Constr. Auth.*, 57 Cal. 4th 439, 447, 452, 304 P.3d 499 (2013) (*see also* *Save the Hill Grp. v. City of Livermore*, 76 Cal. App. 5th 1092, 1109, 292 Cal. Rptr. 3d 120, 133 (2022) and *League to Save Lake Tahoe Mountain etc. v. Cnty. of Placer*, 75 Cal. App. 5th 63, 95, 290 Cal. Rptr. 3d 218, 244 (2022), *review denied* (May 18, 2022) for recent California courts affirming this approach to prejudicial omissions in EIRs).

⁴⁵ *Laurel Heights Improvement Assn. v. Regents of Univ. of California*, 47 Cal. 3d 376, 392, 764 P.2d 278 (1988), *as modified on denial of reh’g* (Jan. 26, 1989).

⁴⁶ *California Native Plant Soc’y v. City of Santa Cruz*, 177 Cal. App. 4th 957, 979-80, 99 Cal Rptr. 3d 572 (2009), *as modified on denial of reh’g* (Oct. 14, 2009).

CEQA requires that the DEIR address cumulative impacts.⁴⁷ Cumulative impacts are those that result from “the combination of the project evaluated in the EIR together with other projects causing related impacts.”⁴⁸ Failure to include a complete list of projects that produce related or cumulative impacts is a violation of CEQA.⁴⁹ This is especially critical if the proposed 34-acre site is not, in fact, temporary and would add to the overall cumulative impacts.

In addition to the projects, the City listed in the DEIR as “reasonably foreseeable, planned and approved future projects” (which, despite being listed, were not considered in a cumulative impact assessment), our review of the recently produced documents provides further evidence that there are planned projects left out of the DEIR, resulting in a cumulative impacts analysis that is “so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.”⁵⁰

For example, the City recently produced an application for a Special Use Permit, which shows that a project site is proposed for a large trailer truck storage facility just east of the 34-acre project site.⁵¹ This would presumably increase truck traffic in the general vicinity of the proposed project site. The City also indicated in a Market Street Landing Summary that the Port is pursuing a 2-acre site to create additional space for cargo movement. The summary notes indicate that the space is expected to “yield a 30% increase in capacity” in the long term.⁵²

The newly produced documents further indicate that the Port anticipates significant growth in the coming years, which has not been included in the DEIR nor in any cumulative impact assessment – a fact that the Port itself acknowledges in its correspondence.⁵³ For example, the Port’s deepening and dredging projects are explicitly intended to accommodate anticipated cargo growth on larger vessels and expand the Port’s capacity.⁵⁴ Yet the cumulative impacts of dredging at the Port were completely left out of the DEIR. This is especially troubling because a portion of its dredging proposal has already undergone environmental review under CEQA and the National Environmental Policy Act (“NEPA”) and received federal funding last year,⁵⁵ which further

⁴⁷ Cal. Code Regs., tit.14, § 15130; *see also* Cal. Code Regs., tit.14, § 15355

⁴⁸ Cal. Code Regs., tit.14, § 15130(a)(1).

⁴⁹ *Id.* at § 15130(b)(1).

⁵⁰ Cal. Code Regs., tit.14, § 15088.5(a)(4).

⁵¹ Port of Hueneme Draft Project Description - Temporary Storage Facility at p. 4.

⁵² The Port of Hueneme, *Market Street Landing – Essential to the Port’s Future as an Economic Engine* at p. 1.

⁵³ Email between Dona T. Lacayo and Port of Hueneme Staff at p. 1 (Feb. 2019) (Discussing that the impact of more ships and the resulting increase in new business and automotive traffic has not been part of the Project assessment).

⁵⁴ *See, e.g.,* Oxnard Harbor District, *Port Makes Another Splash - \$5M Economic Development Grant*, September 22, 2021, available at: <https://www.portofhueneme.org/eda-grant-09-22-2021>.

⁵⁵ *Id.* (the U.S. Economic Development Administration awarded the Port \$5.1 million to dredge Berth 3 to facilitate larger vessels carrying fresh produce to arrive at the Port); *See also* The D3 Project: The Dredge, Demo and Delivery Project, U.S. Economic Development Administration – EDA Grant Application PWEEA2020, June 10, 2020.

substantiates that the Port dredging projects are “reasonably foreseeable, planned and approved future projects.”

In addition to the dredging project, as commenters noted in their February letter, beginning in April 2020, the Port published a “Priority List for 2020 Grants” which lists the STACKED project, the 34-Acre Temporary Expansion, and the 250 Acre Port Enterprise Zone.

Thereafter in its April 2021 Board Meeting, the Port notes that it anticipates “[i]ncreas[ing] rail and land capacity” (i.e., 34 acres, 250 acres, parking structure).⁵⁶ The Port has also noted that it is working on securing additional property owned by Arcturus.⁵⁷ The Port hired consultants to undertake a study of a parking structure for the STACKED project to use in grant applications during summer 2021. This parking structure would be shorter and cover a larger footprint than the multilevel parking structure studied in 2016.⁵⁸ In the 2021 Comprehensive Economic Development Strategy, the Port noted that the STACKED Project would “have 7,500 bays nearly doubling the Port’s current automobile capacity.”⁵⁹ The first phase will include the base and the next two stories of the structure.⁶⁰ The second phase is set to add an additional two levels, making it a five-story tall structure.⁶¹ Additionally, the Port noted that to retain business, “it will be necessary for the Port to provide infrastructure such as an on-dock parking structure for staging automobiles [and] an off-port multi modal logistics park.”⁶²

In its Financial Year 2022 Capital Outlay Plan, the Port sets aside \$5 million in Financial Year 2022 and Financial Year 2023 (a total of \$10 million) for the Engineering of a “Parking Structure.”⁶³ Although the vague term “Parking Structure” is unclear, what is clear is that funding has already been allocated for capacity growth projects in the Port.

Inevitably, all these projects tie into the same goal – to resolve the serious space constraints the Port is facing. Clearly, OHD has already invested considerable time and resources into preparing for the development of these related projects – including applying for federal funding. Because these developments are all planned and reasonably foreseeable, the cumulative impacts of these additional projects must be considered in the DEIR.

D. The Traffic Study Incorporated into the DEIR was Rubberstamped.

As indicated by the documents produced by the City and the OHD in response to the PRA requests, the Port may not have conducted a comprehensive and independent traffic study.

⁵⁶ Board of Harbor Commissioners, Board Meeting Materials at p. 10 (Apr. 19, 2021).

⁵⁷ Email from Kristin Decas to Commissioners, Subject: Weekly Update (June 11, 2021).

⁵⁸ Oxnard Harbor District, Professional Services Agreement (May 26, 2021).

⁵⁹ Oxnard Harbor District Comprehensive Economic Development Strategy at p. 50 (2021).

⁶⁰ *Id.*

⁶¹ *Id.*

⁶² *Id.*

⁶³ The Port of Hueneme Oxnard Harbor District, *FY 2022 Capital Outlay Plan* (2021).

An EIR required by CEQA must include sufficient detail to enable those who did not participate in its preparation to understand and meaningfully consider the issues raised by the proposed project.⁶⁴ An *omission* in a DEIR significant impacts analysis is deemed prejudicial if it deprives the public and decisionmakers of substantial relevant information about the project's likely adverse impacts.⁶⁵ Here, the produced documents make clear that there was never any intention for the Port to vet the real traffic impacts of the 34-acre site. Instead, the documents demonstrate that the Port seems to willingly turn a blind eye to the full impacts.

In an email dated August 11, 2018, a land-use planning specialist asked whether an expert could “prepare a letter report for the argument against needing a traffic study.”⁶⁶ Thereafter on August 27, 2018, the same land-use planning specialist noted that “the City just needs a paper trail – this way they can cover themselves with a letter from a professional.”⁶⁷ The next day on August 28, 2018, the expert responded, noting that “[e]verything we do will be based on that [Project] description. I will just have to take the time to type up a trip generation analysis based on the trips in noted in the Jensen Design letter and charge the Port for my time.”⁶⁸ Thus, the Associated Transportation Engineers Traffic Study (“Traffic Study”) that the DEIR relies on appears to have been based solely on a Project Description and a Design letter – omitting consideration of CEQA guidelines and the Ventura County Freight Corridors Study.

Because of the shoddy traffic analysis that was performed, the numbers cited by the Port for the vehicle impacts of the 34-acre site vary across documents and are unreliable. For example, in one document, the Port notes that “32 additional vehicles would be imported/exported per day (576 vehicles per month)”⁶⁹ In another document, GLOVIS notes that they expect to “shuttle 10 - 12 vehicles at one time ... between the hours of 7:00 am and 4:00 pm Monday through Friday” which amounts to an “average of 54 vehicles a day” (or 972 vehicles per month).⁷⁰ The Associated Transportation Engineers’ Traffic Assessment notes, “76 vehicles will be transported to and from the Port to the Storage Lot for approximately 18 days of every month”⁷¹ (or a total of 1368 vehicles per month).

⁶⁴ Cal. Pub. Res. Code § 21100.

⁶⁵ See *Neighbors for Smart Rail v. Exposition Metro Line Constr. Auth.*, 57 Cal. 4th 439, 304 P.3d 499 (2013) (see also *Save the Hill Grp. v. City of Livermore*, 76 Cal. App. 5th 1092, 1109, 292 Cal. Rptr. 3d 120, 133 (2022) and *League to Save Lake Tahoe Mountain etc. v. Cnty. of Placer*, 75 Cal. App. 5th 63, 95, 290 Cal. Rptr. 3d 218, 244 (2022), review denied (May 18, 2022) for recent California courts affirming this approach to prejudicial omissions in EIRs).

⁶⁶ See Emails between Dona T. Lacayo, Hollee King, and Darryl F. Nelson at p. 7 of 8 (Aug. 2018) (emphasis added).

⁶⁷ See Emails between Dona T. Lacayo and Kevin Waldron at p. 2 of 8 (Aug. 2018) (emphasis added).

⁶⁸ See Emails between Dona T. Lacayo and Darryl F. Nelson at p. 1 of 11 (Aug. 2018).

⁶⁹ See Letter from The Port of Hueneme to City of Oxnard, *Subject SUP Project Description – Temporary Outdoor Vehicle Storage* at p. 4 (Aug. 27, 2018).

⁷⁰ See Letter from Frank Cerrito (GLOVIS) to Ashley Golden Re: Oxnard Storage Lot (Aug. 9, 2018).

⁷¹ Assoc. Transportation Engineers, *Traffic Impact Study for the Port of Hueneme Temporary Vehicle Storage Special Use Permit – City of Oxnard* at p.2 (Aug. 29, 2018).

There remains confusion as to the exact number of vehicles to be transported and the extent to which additional trucks/shuttles will be needed. As such, this lack of consistency deprives the public and decisionmakers of substantial relevant information about the project's likely adverse traffic impacts as required under CEQA.

E. The Port Failed to Provide a Reasonable Explanation for not Considering a Zero-Emission Vehicle Alternative.

In our February 2022 letter, we recommended that the City should more thoroughly consider zero-emissions trucks as a reasonable and viable alternative and mitigation measure for this Project. The viability of this alternative is supported by OHD's own statements touting GLOVIS as one of the region's only makers of HD Class 8 zero-emission trucks. OHD reiterated this commitment to zero-emission technology during the Community Workshop held on March 21, 2022.⁷² Yet, OHD summarily dismisses this alternative as infeasible.

Currently, the DEIR does not offer any mitigation or alternative for driving hundreds of cars individually along public roads each day to and from the proposed Project site. As mentioned above, the ambiguity surrounding whether the 34-Acre site will truly be temporary calls into question whether this Project will meet the stated objectives. The "no-build" alternative, by far, is the environmentally superior alternative. When coupled with the deployment of zero-emission trucks for car transport, the Port and the City have an opportunity to mitigate the impact of operations and offer the community a chance for cleaner air. Despite claiming this approach would prove infeasible, the Port also acknowledges that its own client, GLOVIS, is a leader in producing zero-emissions Class 8 trucks.⁷³ In fact, GLOVIS noted that operations at the Port would transition trucks to hydrogen fuel cell technology, similar to what is being done as a pilot at the Port of Oakland.⁷⁴ Moreover, GLOVIS itself touts being a leader in driving decarbonization and is committed to being a zero-emissions company by 2040.⁷⁵ This reality belies the argument that a zero-emissions transition for the Port and GLOVIS' operations is infeasible.

Furthermore, the Port claims that the site may be used as storage for zero-emission cars. Port representatives claim that of the vehicles likely to be stored at the proposed 34-acre site, "many of these vehicles will be zero emission electric cars."⁷⁶ Yet, there is no mention of zero-emission cars in the DEIR or an estimate of the number of zero-emission cars expected in the 34-acre site. Suppose the Port intends to use the site for purposes of storing electric vehicles. In that case, this potentially raises a host of additional questions including, but not limited to, whether additional infrastructure is needed to support battery electric vehicles being stored there for long periods of time. This further shows that the information presented in the DEIR does not offer the public or

⁷² City of Oxnard, *Community Workshop-34 Acre Vehicle Storage Facility Project* available online at <https://oxnardca.civicclerk.com/web/player.aspx?id=4561> at 2:57:19 (Mar. 21, 2022).

⁷³ *Id.*

⁷⁴ *Id.* at 1:03:30 – 1:04:00.

⁷⁵ *Id.* at 1:03:20 – 1:03:30; 1:05:00 – 1:05:14.

⁷⁶ *Id.* at 18:40 – 19:00.

decisionmakers sufficient facts to support an adequate analysis of the Project's environmental impacts.

IV. The Port has not Provided a Meaningful Public Review of the DEIR.

In violation of CEQA, neither the DEIR nor the Community Workshop was properly translated into Spanish. Limiting public access in this way contravenes one of the core tenets of CEQA – that “the public holds a ‘privileged position’ in the CEQA process ‘based on a belief that citizens can make important contributions to environmental protection and on notions of democratic decision making.’”⁷⁷

According to the latest census data, in Oxnard as a whole, 66% of residents speak a language other than English at home, and 30% speak English less than “very well.” Indeed, the City itself has also acknowledged that a significant percentage of Oxnard residents speak Mixteco, particularly in south Oxnard. Yet, as described in the commenters’ February letter, the public does not have access to Spanish or Mixteco translations for any of the close to 1,000 pages of documents that provide the environmental review undertaken by the City and the details of the Project.

The language access issues have persisted through the March Community Workshop, which was primarily held in English. There was no simultaneous interpretation of the information presented by the Port. Instead, staff were invited to provide only a “summary” of the presentation in Spanish and Mixteco. More egregiously, the City’s presentation was entirely in English without interpretation.

Language access reports and studies show that such summaries do not provide for meaningful public review of important project development information. Over a decade ago, the Institute for Local Government published a guide for local officials on language access. In this guide, the authors highlighted how “providing language access increases the opportunities that residents have to communicate with their local leaders and public service providers and ensures the flow of information between public agencies and residents and among residents that is vital to effective community-building.”⁷⁸

Furthermore, California’s Bilingual Services Act was created with the intent to safeguard democracy and public participation in California’s diverse landscape.⁷⁹ State agencies must distribute applicable translated written materials if the State agency “serves a substantial number of non-English-speaking persons” and “[t]he information solicited, required, or furnished affects or may affect the individual’s rights, duties, or privileges with regard to that agency’s services or benefits.” Although, as local agencies, the City and Port are not directly subject to this rule, refusing to translate environmental documents restricts non-English speaking individuals’ ability

⁷⁷ Cal. Code Regs. Tit. 14, § 15201 (1992).

⁷⁸ INSTITUTE FOR LOCAL GOVERNMENT, Language Access Laws and Legal Issues: A Local Official’s Guide, (2011), http://ca-ilg.org/sites/main/files/file-attachments/language_access_guide_formatted_9-27-11_2.pdf

⁷⁹ Cal. Gov. Code § 7290 et seq. (1973)

and right to meaningfully participate in environmental decisions that impact their health and safety. As such, the City and Port should commit to equivalent language access services.

Given the high percentage of Spanish and Mixteco-speaking Oxnard residents, if the City truly aims to provide meaningful opportunities for engagement and public review of the information provided on the Project, it must translate the entirety of any written information provided into Spanish and any oral information into Spanish and Mixteco.

CONCLUSION

In light of the numerous flaws in the DEIR and the broader CEQA process, the Planning Division should not certify a final EIR at this time and must deny the requested Special Use Permit. The public deserves an opportunity to review and comment on a comprehensive EIR that discloses the full extent of the Project's environmental impacts. Additionally, the comments raised in this letter, along with the attached produced documents, should become part of the administrative record. Lastly, we ask that the City of Oxnard comply with its legal obligations under the California Public Records Act and set up a meeting with requestors as soon as possible. Should you have any questions, or would like to discuss the contents of this letter, please do not hesitate to contact us at rkannan@earthjustice.org, fgaytan@earthjustice.org, nospina@nrdc.org, hkryczka@nrdc.org, and lucia@causenow.org. Thank you for considering our supplemental comments.

Sincerely,

Radhika Kannan
Fernando Gaytan
Earthjustice

Natalia Ospina
Heather Kryczka
Natural Resources Defense Counsel

Lucia Marquez
Central Coast Alliance United for a Sustainable Economy (CAUSE)

Mati Waiya
Wishtoyo Chumash Foundation



July 1, 2022

VIA FEDERAL EXPRESS MAIL

Jay Dobrowalski
Senior Planner
City of Oxnard Planning Division
214 South C Street
Oxnard, CA 93030
Email: jay.dobrowalski@oxnard.org

**Re: The Port of Hueneme- Temporary Outdoor Vehicle Storage Facility Project
(#2020069039) and PZ 18-500-02 (Special Use Permit)**

Enclosed please find a thumb drive of materials submitted on behalf of Central Coast Alliance United for a Sustainable Economy ("CAUSE") and partners, offered in support of the supplemental comment letter that was emailed to the City of Oxnard Planning Division on July 1, 2022

The enclosed thumb drive includes a list of key references cited in CAUSE's comment letter, along with the references themselves. These documents should be considered and included in the Division's administrative record for this matter. Some of the documents may be subject to copyright protection; the City of Oxnard Planning Division may use them fairly but should be judicious about public dissemination.

Please feel free to contact me should you have any questions or concerns.

Sincerely,

Fernando Gaytan
Senior Attorney | Earthjustice
707 Wilshire Boulevard, Suite 4300
Los Angeles, CA 90017
T: 415.217.2025
fgaytan@earthjustice.org

LIST OF REFERENCES SUBMITTED

The documents listed below are submitted on the enclosed thumb drive, in support of the July 1, 2022 supplemental comment letter offered by Central Coast Alliance United for a Sustainable Economy, Earthjustice, Natural Resources Defense Council and Wishtoyo Chumash Foundation. These materials should be considered by The City of Oxnard and included in the administrative record for the Draft Environmental Impact Report prepared for the proposed Port of Hueneme-Temporary Outdoor Vehicle Storage Facility Project (State Clearinghouse #2020069039) and PX 18-500-02 (Special Use Permit). Documents are listed in the section of the Comment letter where they first appear. In addition, the comment letter also contains a specific URL for those documents that may otherwise be accessed online. To the extent they cannot be retrieved from this thumb drive, they are readily available for use by City personnel and therefore should be considered and made part of the administrative record.

Some of the documents may be subject to copyright protection; The City of Oxnard may use them fairly, but the City of Oxnard should be judicious about public dissemination.

I. THE DEIR IMPROPERLY PIECEMEALED THE PROJECT.

Aegir Property Advisors, *Project Update on Proposed Port of Hueneme Logistics Park* at p. 9 (Feb. 2021)

Email from Kristin Decas to Commissioners, Subject: Weekly Update (Aug. 5, 2019)

Email from Dona T. Lacayo to GLOVIS USA at p.2 (Feb. 8, 2021)

Email between Dona T. Lacayo and GLOVIS USA (Nov. 7, 2019)

Email between Dona T. Lacayo and GLOVIS USA (Aug. 20, 2019)

Email between Dona T. Lacayo and GLOVIS USA (Sept. 2019)

Email from Dona T. Lacayo to Charles Franklin Re GLOVIS real estate update at p. 2 (Feb. 21, 2020)

Memorandum of Understanding, Oxnard Harbor District (March 3, 2020).

Email from Kristin Decas to Commissioners, Subject: Weekly Update (Oct. 16, 2020)

Email from Sandra Cruz to Kristin Decas, Subject: End of Day Review (Dec. 2, 2020)

The Port of Hueneme Oxnard Harbor District, *Fiscal Year 2021 Budget Schedule* at pp. 3-4 (2021)

The Port of Hueneme Oxnard Harbor District, *FY 2022 Capital Outlay Plan* (2021)

The Port of Hueneme, *FY2021/2022 Preliminary Budget Presentation* at p. 17 (May 17, 2021)

The Port of Hueneme Oxnard Harbor District, FY 2021 Capital Outlay Plan Draft (2020)

OHD, Collaboration Call with City of Oxnard at p.2 (Ongoing)

Email from Dona T. Lacayo to Port of Hueneme Staff and Aegir Ports at pp. 4-6 (June 2021)

Memorandum of Understanding for Deposit and Right to Lease Land in a Proposed Port Related Logistics Park in the City of Oxnard (Form as of May 11, 2021)

Board of Harbor Commissioners, Board Meeting Materials at p. 14 (Apr. 19, 2021)

The Port of Hueneme, *Port of Hueneme Projects & Events* (March 2019)

The Port of Hueneme, *The Hueneme Modernization Project – Dep't of Transportation – INFRA Grant Application FY 2021* at p. 6

City of Oxnard, *Community Workshop-34 Acre Vehicle Storage Facility Project* available online at <https://oxnardca.civicclerk.com/web/player.aspx?id=4561> (Mar. 21, 2022)

City of Oxnard & The Port of Hueneme: Partners in Economic Development, *Flyer Re: Ensuring the commercial viability of a major Ventura County Economic Engine - The Port of Hueneme (PoH) - for a better tomorrow at the City of Oxnard*

III. THE DEIR FAILED TO INCORPORATE CRITICAL ENVIRONMENTAL INFORMATION IN VIOLATION OF CEQA.

Port of Hueneme Draft Project Description - Temporary Storage Facility at p. 4

The Port of Hueneme, *Market Street Landing – Essential to the Port's Future as an Economic Engine* at p. 1

Email between Dona T. Lacayo and Port of Hueneme Staff at p. 1 (Feb. 2019)

Oxnard Harbor District, *Port Makes Another Splash - \$5M Economic Development Grant*, September 22, 2021, available at: <https://www.portofhueneme.org/eda-grant-09-22-2021>

The D3 Project: The Dredge, Demo and Delivery Project, U.S. Economic Development Administration – EDA Grant Application PWEAA2020, June 10, 2020

Email from Kristin Decas to Commissioners, Subject: Weekly Update (June 11, 2021)

Oxnard Harbor District, Professional Services Agreement (May 26, 2021).

Oxnard Harbor District Comprehensive Economic Development Strategy at p. 50 (2021)

Fwd: [Ask Planning Action] Public Comment: Stop the 34-Acre Port Expansion

Mancha, Salvador <sal.mancha@oxnard.org>

Wed, Aug 3, 2022 at 5:47 PM

To: Joe Pearson II <joe.pearson@oxnard.org>, Jay Dobrowalski <jay.dobrowalski@oxnard.org>

----- Forwarded message -----

From: **Esequiel Vargas** <evargas805@gmail.com>

Date: Wed, Aug 3, 2022 at 5:45 PM

Subject: [Ask Planning Action] Public Comment: Stop the 34-Acre Port Expansion

To: <planning@oxnard.org>

Dear Oxnard Planning Commissioners,

I am writing to share my concern for the health of Oxnard residents and the environment in the South Oxnard Community. The trucks, ships, and countless other diesel-powered vehicles that operate to move the Port of Hueneme's goods through South Oxnard cause the community to face constant exposure to diesel exhaust, which is the number one air contaminant that leads to cancer.

South Oxnard already has some of the highest levels of pollution from the neighboring paper mill, industrial agriculture fields, water treatment facilities, Superfund site, and gas-fired power plant, which impacts the families of this majority low-income community. The Port of Hueneme's plan to expand to a 34-acre storage site on Hueneme Road would bring more heavy duty diesel trucks into South Oxnard, near schools, community parks, homes, and health care centers, forcing thousands of young children, families and patients who are most sensitive to air pollution to live and breathe in a diesel death zone.

The Port of Hueneme has much larger plans to expand their operations into South Oxnard with a permanent 250-acre "logistical park" which will consist of massive parking structures, warehouses, and truck parking, yet the city failed to examine the health effects related to that project in the environmental impact report. We need our local decision-makers to stand up for the health and safety of South Oxnard residents and stop the 34-acre expansion project. We cannot let South Oxnard become a diesel death zone!.

Sincerely,
Esequiel Vargas

--

Salvador Mancha

Department Administration Technician
Community Development Department
214 S C Street | Oxnard, CA 93030
805-385-7884
www.oxnard.org/development

Emails between Dona T. Lacayo, Hollee King, and Darryl F. Nelson at p. 7 of 8 (Aug. 2018)

Emails between Dona T. Lacayo and Kevin Waldron at p. 2 of 8 (Aug. 2018)

Emails between Dona T. Lacayo and Darryl F. Nelson at p. 1 of 11 (Aug. 2018)

Letter from The Port of Hueneme to City of Oxnard, *Subject SUP Project Description – Temporary Outdoor Vehicle Storage* at p. 4 (Aug. 27, 2018)

Letter from Frank Cerrito (GLOVIS) to Ashley Golden Re: Oxnard Storage Lot (Aug. 9, 2018)

Assoc. Transportation Engineers, *Traffic Impact Study for the Port of Hueneme Temporary Vehicle Storage Special Use Permit – City of Oxnard* at p.2 (Aug. 29, 2018)

IV. THE PORT HAS NOT PROVIDED MEANINGFUL PUBLIC REVIEW OF THE DEIR.

INSTITUTE FOR LOCAL GOVERNMENT, *Language Access Laws and Legal Issues: A Local Official's Guide*, (2011), http://ca-ilg.org/sites/main/files/file_attachments/language_access_guide_formatted_9-27-11_2.pdf

Fwd: [Ask Planning Action] Agenda item #3, temp parking at Perkins in Oxnard

Lai, Dee <dee.lai@oxnard.org>

Mon, Mar 21, 2022 at 9:09 AM

To: "Dobrowalski, Jay" <jay.dobrowalski@oxnard.org>

Regards,

Dee Lai | Administrative Secretary III

Community Development Department, Planning Division

214 S C Street | Oxnard, CA 93030

O: 805.385.7878

www.oxnard.org

We welcome you back to the Service Center!

The Community Development service counter has reopened to the public from 8:00 a.m. to 4:00 p.m., Monday through Thursday and 9 a.m.-4 p.m. on alternating Fridays.

----- Forwarded message -----

From: **Sanaz Shirazi** <Sanaz.Shirazi@patagonia.com>

Date: Sun, Mar 20, 2022 at 7:36 PM

Subject: [Ask Planning Action] Agenda item #3, temp parking at Perkins in Oxnard

To: Planning@oxnard.org <Planning@oxnard.org>

I'm submitting my comment regarding the proposed parking site at W Hueneme/ Perkins Rd.

I sincerely hope that this will not be approved for a number of reasons.

This area is very special for a number of birds that nest there. Not only the snowy plover on the lease tern, but there are many hawks, Willits, whimbrels, blackbirds etc that call it home or use it as a migration stop as well. The construction of the parking site will scare many of these birds away. The light & noise pollution as well as foot traffic and air pollution in that area would be disastrous.

The need for a park n ride doesn't exceed the importance of the wildlife surviving in this area. A park and ride can be constructed elsewhere that's already more industrial and not near endangered habitats.

I have not seen what's in the environmental impact report. But I know that some things are pretty simple, and the wildlife and habitat that are there will be impacted in a negative way.

We have very few remaining wetlands, and Ormond Beach is a special place.

Please don't take this place away from the animals that rely on this small and important area.

Kindly,
Sanaz Shirazi
Ventura Resident

Sent from my iPhone

Fwd: [Ask Planning Action] PROJECT NAME: Port Temporary Vehicle Storage; PLANNING AND ZONING PERMIT NO. 18-500-02 (Special Use Permit); (South Winds and Cypress Neighborhoods)

Lai, Dee <dee.lai@oxnard.org>
To: "Dobrowalski, Jay" <jay.dobrowalski@oxnard.org>

Mon, Mar 21, 2022 at 1:47 PM

Regards,

Dee Lai | Administrative Secretary III
Community Development Department, Planning Division
214 S C Street | Oxnard, CA 93030
O: 805.385.7878
www.oxnard.org

We welcome you back to the Service Center!

The Community Development service counter has reopened to the public from 8:00 a.m. to 4:00 p.m., Monday through Thursday and 9 a.m.-4 p.m. on alternating Fridays.

----- Forwarded message -----

From: **Jay Turner** <j.turner@iuoelocal12.org>
Date: Mon, Mar 21, 2022 at 1:33 PM
Subject: [Ask Planning Action] PROJECT NAME: Port Temporary Vehicle Storage; PLANNING AND ZONING PERMIT NO. 18-500-02 (Special Use Permit); (South Winds and Cypress Neighborhoods)
To: planning@oxnard.org <planning@oxnard.org>

PROJECT NAME: Port Temporary Vehicle Storage; PLANNING AND ZONING PERMIT NO. 18-500-02 (Special Use Permit); (South Winds and Cypress Neighborhoods)

Planning Commissioners,

Thank you for taking the time to read my email concerning the temporary vehicle storage. There are certain projects that come across the docket, that benefit the community, this being one of them. The Port of Hueneme is an economic driver for the county as well as the City of Oxnard. Being an Oxnard resident, and as part of my daily job duties, I'm constantly in the Port. I see how much work is provided to local residents, with goods, cargo and vehicle movement. In years past, vehicles were stored at Camarillo and Oxnard Airports, in vacant fields, and behind the Auto Center in Ventura. All receiving important additional income, that were turned into upgraded features for our local residents. The Camarillo Airport installed more public hangars and Oxnard just repaved the runway with drainage improvements. My point is that this temporary vehicle storage will benefit the city, with more tax revenue without any out of pocket expenses. And after 5 years it will be returned to the state that it currently sits. The Port of Hueneme currently has a Community Workforce Agreement, that generates additional work for us local residents and in turn we spend within the community.

The Port of Hueneme continues to move forward with all electric cranes and electric drayage trucks for moving cargo, and the majority of the vehicles coming off the cargo ships are all electric. If we want to move forward with improving our community and clean up what has been left to us, we need to make strategic partnerships with public and private stakeholders when it benefits everyone. This partnership makes so much sense in the job market and tax revenue. I appreciate the time the commissioners spend on topics like this. Thank You.

Fraternally,

Jay Turner

Proud Oxnard Resident

Fwd: Project 34? Let's use that name too.

Lai, Dee <dee.lai@oxnard.org>

Wed, Mar 23, 2022 at 8:22 AM

To: "Dobrowalski, Jay" <jay.dobrowalski@oxnard.org>

Regards,

Dee Lai | Administrative Secretary III

Community Development Department, Planning Division

214 S C Street | Oxnard, CA 93030

O: 805.385.7878

www.oxnard.org

We welcome you back to the Service Center!

The Community Development service counter has reopened to the public from 8:00 a.m. to 4:00 p.m., Monday through Thursday and 9 a.m.-4 p.m. on alternating Fridays.

----- Forwarded message -----

From: **Chaparro, Rose** <rose.chaparro@oxnard.org>

Date: Tue, Mar 22, 2022 at 7:24 PM

Subject: Fwd: Project 34? Let's use that name too.

To: Lai, Dee <dee.lai@oxnard.org>

Hi Dee,
FYI

**Rose Chaparro, City Clerk
City of Oxnard**

300 West [Third Street](#)

Oxnard, CA 93030

Main Line: (805) 385-7803

rose.chaparro@oxnard.org



----- Forwarded message -----

From: **Irene** <ireneraus@hotmail.com>

Date: Sat, Mar 19, 2022 at 1:17 PM

Subject: Re: Project 34? Let's use that name too.

To: jonathan.ullman@sierraclub.org <jonathan.ullman@sierraclub.org>, lucia@causenow.org <lucia@causenow.org>, elisabeth lamar <elisabethlamar@hotmail.com>, James Hines <jhcasitas@gmail.com>

Cc: Larry Godwin <godwinc@earthlink.net>, Maricela Morales <maricela@causenow.org>, cityclerk@oxnard.org <cityclerk@oxnard.org>

Jonathan Ullman, Sierra Club, et al
EPA info:

<https://cumulis.epa.gov/supercpad/SiteProfiles/index.cfm?fuseaction=second.cleanup&id=0901242#Status>

What Is the Current Site Status?

“Cleanup of contaminated soils, sediments, and groundwater is likely to be needed at the smelter property, the waste management area, the Nature Conservancy property, and city-owned property.

As part of its evaluation of cleanup options at the site, EPA is evaluating the cost and feasibility of leaving the wastes in place (“capping”); transporting the wastes to a licensed offsite disposal facility; and “beneficially” using the wastes as a partial substitute for Portland cement in ready-mix concrete. EPA is also working with neighboring landowners to develop cleanup plans for contaminated soils and sediments in less contaminated parts of the site.

Research into the potential for beneficial use of the waste began in 2010. The next phase of specialized testing to evaluate the cost and feasibility of beneficially using the waste as a partial substitute for Portland cement in ready-mix concrete began in early 2018 and will continue into mid 2019. The testing includes the preparing concrete test cylinders made in part with Halaco waste. Materials, leaching and performance testing will be conducted to evaluate whether it would be safe to use concrete made with Halaco waste.

EPA expects to release a cleanup proposal for contaminated soils and sediments in late 2022 or early 2023.”

Therefore: This above is good news, considering the Ormond property has been listed on the Super Fund Site List for decades, finally the **“EPA expects to release a cleanup proposal ...”** This is more reason **to save the “Vacant Lot”** to lend access to the EPA cleanup processes. Should the EPA find the “Vacant Lot” inundated with cars, what message does this give the EPA? Oxnard, the “Vacant Lot” is listed by CA.Gov Ormond Beach Restoration, “Ormond Beach is considered by wetland experts to be the most important wetland restoration opportunity in southern California.” Save our Environment for the Generations!

Irene Rauschenberger
Sent from Windows Mail

From: jonathan.ullman@sierraclub.org
Sent: Friday, March 18, 2022 4:12 PM
To: lucia@causenow.org, [elisabeth lamar](#), [Irene](#)

Phillips 66: gasoline's specific gravity, car speed, and road name a test.

Mission 66. National Park visitor improvements to be completed by 1966

Airport 75. Airport 2's cool name

UB 40: UK Unemployment Form 40

Project 34: Acres of disturbed wetlands to be restored and re-connected to the adjacent Ormond Beach coastal wetlands project.

[Guest column: Setting the record straight about Port of Hueneme project](#)

by Kristin Decas

Your Turn, VCStar., March 5, 2022

You may have heard about a proposed Port of Hueneme project for a temporary 34-acre parking area in Oxnard. Some of the narratives being circulated about this project are incorrect and our community deserves to have the facts.

Trade through the Port of Hueneme is responsible for 4% of Ventura County's Gross Domestic Product (GDP) and provides employment for 6% of Ventura County's workforce with over 20,000 jobs. The Port considers projects like Project 34 to help foster economic opportunity for our community, always with an environmental ethic and commitment to our community and neighbors.

This project, consistent with the governor's mandate requiring all new passenger vehicle sales to be zero-emission by 2035, is also integral in supporting solutions to a global supply chain crisis. If approved, the project would decrease the number of diesel car carriers moving from the Port through our neighborhoods. Instead, new clean cars, including electric cars, would be driven directly to the site with no trucking, thereby

reducing diesel emissions.

The proposed project is for a temporary vehicle storage lot strategically located along the Port's designated primary corridor from the Port to the [101 — Hueneme Road](#) on privately owned land that is zoned appropriately as light industrial. The storage lot proposal is for three years with a two-year option; for a maximum of five years.

No state or local law required an Environmental Impact Report (EIR); however, as a true environmental steward, the Port supported moving forward with this longer and expensive process so that an independent third-party expert could analyze in full detail all of the project's impacts and to allow for more input.

Facts about Project 34:

The Project does not involve diesel trucking. It will not increase diesel trucking, in fact, diesel trucks will not be allowed on the project site.

The 34-acre temporary project is not connected in any way to a larger Port development project.

The Project does not involve any increases in ships entering or exiting the Port, nor increased railroad activity.

Seven out of 10 residents polled in local neighborhoods trust the Port to do the right thing environmentally.

Coastal access will not be blocked by the project. There is currently no public access through the site, nor has there been for decades.

The project will not affect Ormond Beach restoration efforts and will not cause runoff or any impact to threatened species like snowy plovers.

This temporary parking site will operate for a maximum of five years.

Sensitive plants, habitats and wetlands are not on this site.

The project includes native species landscaping and removes noxious weeds from the site that would beautify the area.

The city of Oxnard extended the comment period to accommodate extra public review and input and the Port fully supported the extension.

The project creates 30 new jobs.

Our Partner Glovis, the company slated to use this temporary site, is a proven global leader in clean energy. Glovis ranks as one of the world's top five electric vehicle manufacturers (Hyundai and Kia brands), and deployed the only commercially available, zero-emission big rig trucks in the world, here in California.

The Port website provides a well-researched fact sheet about the proposed project, and we encourage you to visit www.portofhueneme.

We provide videos in English, Spanish and Mixteco.

The Port of Hueneme is a catalyst, not only for the deployment of more clean energy infrastructure and equipment, but a catalyst for empowering the local community. We greatly appreciate your interest and support.

Kristin Decas

Kristin Decas is the Port of Hueneme's CEO and Port Director.



March 21, 2022

VIA ELECTRONIC MAIL

Jay Dobrowalski,
Senior Planner
City of Oxnard Planning Division
214 South C Street Oxnard, CA 93030
Email: Jay.Dobrowalski@oxnard.org

Re: Port of Hueneme- Vehicle Storage Site Environmental Impact Report Comment Period

Dear Mr. Dobrowalski:

Our organizations, along with Wishtoyo Chumash Foundation, submitted comments on the Draft Environmental Impact Report ("DEIR") regarding the proposed Port of Hueneme Temporary Vehicle Storage Site project ("Project"). We write to renew our request for a public hearing to facilitate public participation and transparency concerning the Project. Despite significant public interest, the City failed to provide a public hearing ahead of the close of the comment period for the DEIR, which deprived the public of an opportunity to provide input ahead of the close of the comment period.

We recently became aware of a community workshop being planned concerning the Project. We understand that the Community Workshop will include a presentation by the Oxnard Harbor Department ("OHD") but is not intended to be part of the EIR process for the Project. This will be the first opportunity since the Draft EIR was circulated, that many impacted residents will hear directly from OHD staff and learn additional details regarding the Project. While this informational session is certainly appreciated, it is unclear what the workshop's primary purpose is given that no decision will be made, it is not specifically tied to the Project's EIR and the workshop is not before the Planning Commission.

Given the tremendous interest that this project has garnered (with over 200 comments received according to a recent guest column in Ventura County Star), we are requesting that the City schedule a special meeting of the Planning Commission to hear from stakeholders and members of the public well before it decides on approval of the Project. We ask that the hearing be set at least **30 days after** the City makes its responses to comments on DEIR available, with an opportunity for written comments on those responses to be submitted up to the date of the scheduled hearing. This hearing should occur at least 30 days before the Planning Commission

Dobrowalski
City of Oxnard, Planning Division
March 21, 2022
Page 2 of 2

takes a vote on the Project. This will ensure that the Planning Commission has an opportunity to hear from interested parties prior to voting on the EIR. Allowing such a public process would be in the spirit of Oxnard's stated commitments to good government and a fair and transparent public process.

Please respond to this letter to let us know when the City anticipates making responses to prior comments available and whether it will set a special hearing at the Planning Commission to consider comments on the Project at least 30 days after the responses to DEIR comments are made available and at least 30 days before a Commission vote.

Thank you for considering this request.

Sincerely,

Lucia Marquez
Lucas Zucker
Central Coast Alliance United for a Sustainable Economy (CAUSE)

Fernando Gaytan
Earthjustice

Natalia Ospina
Heather Kryczka
Natural Resources Defense Council (NRDC)

Fwd: [Ask Planning Action] Public Comment: Stop the 34-Acre Port Expansion

Mancha, Salvador <sal.mancha@oxnard.org>

Mon, Aug 8, 2022 at 9:09 AM

To: Joe Pearson II <joe.pearson@oxnard.org>, Jay Dobrowalski <jay.dobrowalski@oxnard.org>

----- Forwarded message -----

From: **'Loan Ado' via Planning** <planning@oxnard.org>

Date: Thu, Aug 4, 2022 at 8:23 PM

Subject: [Ask Planning Action] Public Comment: Stop the 34-Acre Port Expansion

To: <planning@oxnard.org>

Dear Oxnard Planning Commissioners,

I am writing to share my concern for the health of Oxnard residents and the environment in the South Oxnard Community. The trucks, ships, and countless other diesel-powered vehicles that operate to move the Port of Hueneme's goods through South Oxnard cause the community to face constant exposure to diesel exhaust, which is the number one air contaminant that leads to cancer.

South Oxnard already has some of the highest levels of pollution from the neighboring paper mill, industrial agriculture fields, water treatment facilities, Superfund site, and gas-fired power plant, which impacts the families of this majority low-income community. The Port of Hueneme's plan to expand to a 34-acre storage site on Hueneme Road would bring more heavy duty diesel trucks into South Oxnard, near schools, community parks, homes, and health care centers, forcing thousands of young children, families and patients who are most sensitive to air pollution to live and breathe in a diesel death zone.

The Port of Hueneme has much larger plans to expand their operations into South Oxnard with a permanent 250-acre "logistical park" which will consist of massive parking structures, warehouses, and truck parking, yet the city failed to examine the health effects related to that project in the environmental impact report. We need our local decision-makers to stand up for the health and safety of South Oxnard residents and stop the 34-acre expansion project. We cannot let South Oxnard become a diesel death zone!.

Sincerely,
[your name]

Sent from my iPhone

--

Salvador Mancha

Department Administration Technician
Community Development Department
214 S C Street | Oxnard, CA 93030
805-385-7884
www.oxnard.org/development



Fwd: [Ask Planning Action] Comentario público: detener la expansión del puerto de 34 acres

Mancha, Salvador <sal.mancha@oxnard.org>

Mon, Aug 8, 2022 at 10:18 AM

To: Joe Pearson II <joe.pearson@oxnard.org>, Jay Dobrowalski <jay.dobrowalski@oxnard.org>

----- Forwarded message -----

From: **Rosa Calleros** <rosacalleros689@gmail.com>

Date: Fri, Aug 5, 2022 at 5:54 PM

Subject: [Ask Planning Action] Comentario público: detener la expansión del puerto de 34 acres

To: <planning@oxnard.org>

Estimados Comisionados de Planificación de Oxnard,

Le escribo para compartir mi preocupación por la salud de los residentes de Oxnard y el medio ambiente en la comunidad del Sur de Oxnard. Los camiones, barcos y varios otros vehículos que funcionan con diésel que transportan las mercancías del Puerto de Hueneme a través del Sur de Oxnard hacen que la comunidad se enfrente a una exposición constante a los gases de escape del diésel, que es el principal contaminante del aire que provoca cáncer.

El Sur de Oxnard tiene algunos de los niveles más altos de contaminación debido a la fábrica de papel, los campos de agricultura industrial, las instalaciones de tratamiento de agua, el sitio Superfund y la planta de energía operada por gas, y esto es lo que ha estado afectando a las familias de esta comunidad que mayormente son de bajos ingresos. El plan de el Puerto de Hueneme es expandirse a un sitio de almacenamiento de 34 acres en Hueneme Road que traería más camiones de diesel al Sur de Oxnard, cerca de escuelas, parques comunitarios, hogares y centros de atención médicos, poniendo a miles de niños pequeños, familias y pacientes que son los más sensibles a la contaminación del aire expuestos a vivir y respirar en una zona de muerte debido al uso de diesel.

El Puerto de Hueneme tiene planes mucho más grandes para expandir sus operaciones en el Sur de Oxnard con un "parque logístico" de 250 acres que sería permanente y consistirá de estructuras de estacionamiento, almacenes y estacionamientos de camiones industriales, pero la ciudad ha fallado en examinar los efectos en la salud relacionados con este proyecto en el informe de impacto ambiental. Necesitamos que nuestros políticos alcen la voz y defiendan la salud y la seguridad de los residentes del Sur de Oxnard y detengan el proyecto de expansión. ¡No podemos permitir que el Sur de Oxnard se convierta en una zona de muerte de diesel!

Sinceramente,
Rosa H. Calleros

Sent from my iPhone

--

Salvador Mancha

Department Administration Technician
Community Development Department
214 S C Street | Oxnard, CA 93030
805-385-7884
www.oxnard.org/development

Fwd: [Ask Planning Action] Public Comment: Stop the 34-Acre Port Expansion

Mancha, Salvador <sal.mancha@oxnard.org>

Mon, Aug 8, 2022 at 10:18 AM

To: Joe Pearson II <joe.pearson@oxnard.org>, Jay Dobrowalski <jay.dobrowalski@oxnard.org>

----- Forwarded message -----

From: **Yesenia Guzman** <yessie1290@gmail.com>

Date: Fri, Aug 5, 2022 at 6:52 PM

Subject: [Ask Planning Action] Public Comment: Stop the 34-Acre Port Expansion

To: <planning@oxnard.org>

Dear Oxnard Planning Commissioners,

I am writing to share my concern for the health of Oxnard residents and the environment in the South Oxnard Community. The trucks, ships, and countless other diesel-powered vehicles that operate to move the Port of Hueneme's goods through South Oxnard cause the community to face constant exposure to diesel exhaust, which is the number one air contaminant that leads to cancer.

South Oxnard already has some of the highest levels of pollution from the neighboring paper mill, industrial agriculture fields, water treatment plant, Superfund site, and gas-fired power plant, which impacts the families of this majority low-income community. The Port of Hueneme's plan to expand their vehicle storage with a 34-acre storage site on Hueneme Road would bring more heavy duty diesel trucks into South Oxnard, near schools, community parks, homes, and health care centers, forcing thousands of young children, families and patients who are most sensitive to air pollution to live and breathe in a diesel death zone.

The Port of Hueneme has much larger plans to expand their operations in South Oxnard with a permanent 250-acre "logistical park" which will consist of massive parking structures, warehouses, and truck parking, yet the city failed to examine the health effects related to this project in the Environmental Impact Report. We need our local decision-makers to stand up for the health and safety of South Oxnard residents and stop the 34-acre expansion project. We cannot let South Oxnard become a diesel death zone!

Sincerely,

Yesenia Guzman

--

Salvador Mancha

Department Administration Technician
Community Development Department
214 S C Street | Oxnard, CA 93030
805-385-7884
www.oxnard.org/development

Fwd: [Ask Planning Action] Comentario público: detener la expansión del puerto de 34 acres

Mancha, Salvador <sal.mancha@oxnard.org>

Mon, Aug 8, 2022 at 10:19 AM

To: Joe Pearson II <joe.pearson@oxnard.org>, Jay Dobrowalski <jay.dobrowalski@oxnard.org>

----- Forwarded message -----

From: **Daniel Torres** <dannycx47@gmail.com>

Date: Fri, Aug 5, 2022 at 9:37 PM

Subject: [Ask Planning Action] Comentario público: detener la expansión del puerto de 34 acres

To: <planning@oxnard.org>

Estimados Comisionados de Planificación de Oxnard,

Le escribo para compartir mi preocupación por la salud de los residentes de Oxnard y el medio ambiente en la comunidad del Sur de Oxnard. Los camiones, barcos y varios otros vehículos que funcionan con diésel que transportan las mercancías del Puerto de Hueneme a través del Sur de Oxnard hacen que la comunidad se enfrente a una exposición constante a los gases de escape del diésel, que es el principal contaminante del aire que provoca cáncer.

El Sur de Oxnard tiene algunos de los niveles más altos de contaminación debido a la fábrica de papel, los campos de agricultura industrial, las instalaciones de tratamiento de agua, el sitio Superfund y la planta de energía operada por gas, y esto es lo que ha estado afectando a las familias de esta comunidad que mayormente son de bajos ingresos. El plan de el Puerto de Hueneme es expandirse a un sitio de almacenamiento de 34 acres en Hueneme Road que traería más camiones de diesel al Sur de Oxnard, cerca de escuelas, parques comunitarios, hogares y centros de atención médicos, poniendo a miles de niños pequeños, familias y pacientes que son los más sensibles a la contaminación del aire expuestos a vivir y respirar en una zona de muerte debido al uso de diesel.

El Puerto de Hueneme tiene planes mucho más grandes para expandir sus operaciones en el Sur de Oxnard con un "parque logístico" de 250 acres que sería permanente y consistirá de estructuras de estacionamiento, almacenes y estacionamientos de camiones industriales, pero la ciudad ha fallado en examinar los efectos en la salud relacionados con este proyecto en el informe de impacto ambiental. Necesitamos que nuestros políticos alcen la voz y defiendan la salud y la seguridad de los residentes del Sur de Oxnard y detengan el proyecto de expansión. ¡No podemos permitir que el Sur de Oxnard se convierta en una zona de muerte de diesel!

Sinceramente,
[Su nombre]

Sent from my iPhone

--

Salvador Mancha

Department Administration Technician
Community Development Department
214 S C Street | Oxnard, CA 93030
805-385-7884
www.oxnard.org/development

Fwd: [Ask Planning Action] Comentario público: detener la expansión del puerto de 34 acres

Mancha, Salvador <sal.mancha@oxnard.org>

Mon, Aug 8, 2022 at 10:19 AM

To: Joe Pearson II <joe.pearson@oxnard.org>, Jay Dobrowalski <jay.dobrowalski@oxnard.org>

----- Forwarded message -----

From: **Elizabet Arellano** <eliarellano1973@gmail.com>

Date: Fri, Aug 5, 2022 at 7:20 PM

Subject: [Ask Planning Action] Comentario público: detener la expansión del puerto de 34 acres

To: <planning@oxnard.org>

Estimados Comisionados de Planificación de Oxnard,

Le escribo para compartir mi preocupación por la salud de los residentes de Oxnard y el medio ambiente en la comunidad del Sur de Oxnard. Los camiones, barcos y varios otros vehículos que funcionan con diésel que transportan las mercancías del Puerto de Hueneme a través del Sur de Oxnard hacen que la comunidad se enfrente a una exposición constante a los gases de escape del diésel, que es el principal contaminante del aire que provoca cáncer.

El Sur de Oxnard tiene algunos de los niveles más altos de contaminación debido a la fábrica de papel, los campos de agricultura industrial, las instalaciones de tratamiento de agua, el sitio Superfund y la planta de energía operada por gas, y esto es lo que ha estado afectando a las familias de esta comunidad que mayormente son de bajos ingresos. El plan de el Puerto de Hueneme es expandirse a un sitio de almacenamiento de 34 acres en Hueneme Road que traería más camiones de diesel al Sur de Oxnard, cerca de escuelas, parques comunitarios, hogares y centros de atención médicos, poniendo a miles de niños pequeños, familias y pacientes que son los más sensibles a la contaminación del aire expuestos a vivir y respirar en una zona de muerte debido al uso de diesel.

El Puerto de Hueneme tiene planes mucho más grandes para expandir sus operaciones en el Sur de Oxnard con un "parque logístico" de 250 acres que sería permanente y consistirá de estructuras de estacionamiento, almacenes y estacionamientos de camiones industriales, pero la ciudad ha fallado en examinar los efectos en la salud relacionados con este proyecto en el informe de impacto ambiental. Necesitamos que nuestros políticos alcen la voz y defiendan la salud y la seguridad de los residentes del Sur de Oxnard y detengan el proyecto de expansión. ¡No podemos permitir que el Sur de Oxnard se convierta en una zona de muerte de diesel!

Sinceramente,
[Su nombre]

Enviado desde mi iPhone

--

Salvador Mancha

Department Administration Technician
Community Development Department
214 S C Street | Oxnard, CA 93030
805-385-7884
www.oxnard.org/development

Fwd: [Ask Planning Action] Public Comment: Stop the 34-Acre Port Expansion

Mancha, Salvador <sal.mancha@oxnard.org>

Mon, Aug 8, 2022 at 10:21 AM

To: Joe Pearson II <joe.pearson@oxnard.org>, Jay Dobrowalski <jay.dobrowalski@oxnard.org>

----- Forwarded message -----

From: **'Loan Ado' via Planning** <planning@oxnard.org>

Date: Sat, Aug 6, 2022 at 1:29 PM

Subject: [Ask Planning Action] Public Comment: Stop the 34-Acre Port Expansion

To: <planning@oxnard.org>

Dear Oxnard Planning Commissioners,

I am writing to share my concern for the health of Oxnard residents and the environment in the South Oxnard Community. The trucks, ships, and countless other diesel-powered vehicles that operate to move the Port of Hueneme's goods through South Oxnard cause the community to face constant exposure to diesel exhaust, which is the number one air contaminant that leads to cancer.

South Oxnard already has some of the highest levels of pollution from the neighboring paper mill, industrial agriculture fields, water treatment facilities, Superfund site, and gas-fired power plant, which impacts the families of this majority low-income community. The Port of Hueneme's plan to expand to a 34-acre storage site on Hueneme Road would bring more heavy duty diesel trucks into South Oxnard, near schools, community parks, homes, and health care centers, forcing thousands of young children, families and patients who are most sensitive to air pollution to live and breathe in a diesel death zone.

The Port of Hueneme has much larger plans to expand their operations into South Oxnard with a permanent 250-acre "logistical park" which will consist of massive parking structures, warehouses, and truck parking, yet the city failed to examine the health effects related to that project in the environmental impact report. We need our local decision-makers to stand up for the health and safety of South Oxnard residents and stop the 34-acre expansion project. We cannot let South Oxnard become a diesel death zone!.

Sincerely,
[your name]

Sent from my iPhone

--

Salvador Mancha

Department Administration Technician
Community Development Department
214 S C Street | Oxnard, CA 93030
805-385-7884
www.oxnard.org/development



Attachment:

G. Draft Planning Commission Resolution Certifying

Environmental Impact Report No. 22-01

RESOLUTION NO. 2022 - XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 22-01 (SCH #2020069039) AND APPROVING THE FINDINGS OF FACT AND THE MITIGATION MONITORING AND REPORTING PROGRAM FOR THE PORT OF HUENEME - TEMPORARY OUTDOOR VEHICLE STORAGE FACILITY PROJECT LOCATED AT THE SOUTHEAST CORNER OF HUENEME ROAD AND PERKINS ROAD, AND BOUNDED BY HUENEME ROAD TO THE NORTH, URBAN DEVELOPMENT TO THE EAST, THE UNION PACIFIC RAILROAD TO THE SOUTH, AND THE ADVANCED WATER PURIFICATION FACILITY AND PERKINS ROAD TO THE WEST (APN'S 231-0-092-105, AND 231-0-092-245). FILED BY APPLICANT CHRISTINA BIRDSEY, 333 PONOMA STREET, PORT HUENEME, CALIFORNIA 93044-0608 ON BEHALF OF PROPERTY OWNER A&J OXNARD LLC, 18980 VENTURA BOULEVARD, UNIT 200, TARZANA, CALIFORNIA 91356.

WHEREAS, on March 29, 2018, Christening Birdsey (the "Applicant" and/or "Permittee") submitted a request to approve Planning and Zoning Permit No. 18-500-02 (Special Use Permit) to construct a temporary outdoor vehicle storage facility with a mobile guardhouse/office, portable restroom, portable light fixtures, drainage improvements, capacity for 4,944 vehicles on a gravel surface, landscaping and fencing on two lots (for a total of approximately 34 acres), located at the southeast corner of Hueneme Road and Perkins Road, and bounded by Hueneme Road to the north, urban development to the east, the Union Pacific Railroad to the south, and the Advanced Water Purification Facility and Perkins Road to the west (APNs: 231-0-092-105 and 231-0-092-245) (the "Project"); and

WHEREAS, a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) was issued on June 25, 2020, soliciting public input regarding a DEIR for the Project; and

WHEREAS, the public comment period on the NOP ran for thirty (30) days commencing on June 25, 2020 and ending on July 24, 2020; and

WHEREAS, a DEIR reflecting input received in response to the NOP was prepared and released for public and agency review on December 16, 2021; and

WHEREAS, the public comment period on the DEIR ran for sixty-one (61) days commencing on December 16, 2021 and ending on February 14, 2022; and

WHEREAS, after the close of the comment period on the DEIR, the DEIR was modified as set forth in the response to comment document and Chapter 1.1 of the FEIR, Summary Of Changes To The DEIR and Appendices; and

WHEREAS, in accordance with the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, the City has prepared Final EIR No. 22-01 containing all comments received on the DEIR, written responses to all substantive comments, and necessary changes to the text of the DEIR; and

WHEREAS, Final EIR No. 22-01 was mailed to commenting agencies, organizations and individuals and made available for public review on or before October 11, 2022.

WHEREAS, the Planning Commission of the City of Oxnard has thoroughly considered Final Environmental Impact Report No. 22-01 (State Clearinghouse No. 2020069039) (the “EIR”) for the Port of Hueneme - Temporary Outdoor Vehicle Storage Project, which has been prepared in accordance with the California Environmental Quality Act (CEQA); and

WHEREAS, on October 20, 2022, the Planning Commission of the City of Oxnard conducted a duly noticed public hearing, and received and reviewed all written and oral evidence related to the Final EIR; and

WHEREAS, the comments of the Commissioners, agencies, interested groups, and members of the public have received adequate responses.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF OXNARD:

SECTION 1. Based on the entire record before the Planning Commission and all written and oral evidence presented, including the Planning Commission Staff Report and all attachments thereto, the Planning Commission:

1. Certifies that Final Environmental Impact Report No. 22-01 is adequate and was completed in compliance with CEQA and the State CEQA Guidelines and reflects the City of Oxnard’s independent judgment and analysis.
2. That the Planning Commission has been presented with all of the information described in the Recitals and Final EIR 22-01 and has considered this information prior to adopting this Resolution.
3. Approves the Findings of Fact in satisfaction of State CEQA Guidelines Section 15091, which are attached hereto as Exhibit A and incorporated herein by reference
4. Approves the Mitigation Monitoring and Reporting Program contained in the Final EIR in satisfaction of State CEQA Guidelines Section 15091(d), which is attached hereto as Exhibit B and incorporated herein by reference.

SECTION 2. The Planning Commission, in accordance with the California Environmental Quality Act (CEQA), determines that after implementation of standard conditions and mitigation measures identified in the Final EIR, all potentially significant impacts associated with the proposed project would be reduced to less than significant levels. The Planning & Environmental Services Manager is hereby authorized to file a Notice of Determination with the Ventura County Clerk pursuant to Section 15094 of the State CEQA Guidelines within five (5) working days of passage, approval and adoption of this Resolution.

SECTION 3. The decision of the Planning Commission shall be final unless an appeal of the action is filed in accordance with the provisions of Section 16-545 of the Oxnard City Code.

SECTION 4. The Secretary shall certify the adoption of this Resolution.

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard on this 20th day of October 2022.

Daniel Chavez, Jr., Chair

I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Oxnard at a meeting held on the 20th day of October 2022, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

RECUSED: Commissioner(s):

Joe Pearson II, Secretary

Exhibit 1: Findings of Fact

Exhibit 2: Mitigation Monitoring and Reporting Program

FINDINGS OF FACT

PORT OF HUENEME – TEMPORARY OUTDOOR VEHICLE STORAGE FACILITY PROJECT ENVIRONMENTAL IMPACT REPORT

SCH No. 2020069039



CITY OF OXNARD
214 South C Street
Oxnard, California 93030

September 2022

Table of Contents

<u>Volume I</u>	<u>PAGE NO.</u>
1.0 Introduction	1
1.1 Purpose.....	1
1.1.1 Custodian and Location of Records	2
1.2 Project Description	2
1.2.1 Project Objectives	3
1.2.2 Discretionary Actions	3
2.0 CEQA Findings of Independent Judgement.....	5
2.1 Independent Review and Analysis.....	5
2.2 Summary of Impacts.....	5
2.3 Impacts Determined to Be Less Than Significant with Mitigation.....	6
2.3.1 Aesthetics.....	6
2.3.2 Biological Resources	7
2.3.3 Cultural and Tribal Cultural Resources.....	9
2.3.4 Geology and Soils	12
2.3.5 Noise	13
2.3.6 Police Protection	14
2.3.7 Transportation	14
3.0 Findings on Project Alternatives	17
3.1 Alternatives Considered and Eliminated During the Scoping/Project Planning Process.....	17
3.2 Alternatives Selected for Further Analysis	19
3.2.1 Alternative One: No Project Alternative	19
3.2.2 Alternative Two: Two Existing Off-Port Vehicle Storage Locations	20
3.2.3 Alternative Three: Existing Zoning	21
3.2.4 Environmentally Superior Alternative	22
4.0 General CEQA Findings.....	25
4.1 Findings Regarding Recirculation	25

This page intentionally left blank.

1.0 INTRODUCTION

These Findings of Fact (Findings) for the Port of Hueneme – Temporary Outdoor Vehicle Storage Facility Project (project) are made pursuant to the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] Section 21000 et seq.), specifically PRC Sections 21081, 21081.5, and 21081.6, and the CEQA Guidelines (14 CCR 15000 et seq.), specifically Sections 15091 and 15093. The Final Environmental Impact Report (EIR) examines the full range of potential effects of construction and operation of the project, identifies standard mitigation practices that could be employed to reduce, minimize, or avoid those potential effects, and evaluates alternatives to the project. The Final EIR is incorporated into these Findings by reference.

1.1 PURPOSE

PRC Section 21081, and CEQA Guidelines Section 15091 require that the lead agency, in this case the City of Oxnard (City), prepare written findings for identified significant effects, accompanied by a brief explanation of the rationale for each finding. Specifically, CEQA Guidelines Section 15091 states, in part, that:

- a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
 - 1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
 - 2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
 - 3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

In accordance with PRC Section 21081, and CEQA Guidelines Section 15093, whenever significant effects cannot be mitigated to below a level of significance, the decision-making agency is required to balance, as applicable, the benefits of the project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of a project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable.” In that case, the decision-making agency may prepare and adopt a Statement of Overriding Considerations, pursuant to the CEQA Guidelines. State CEQA Guidelines Section 15091 does not require specific findings to address environmental effects that an EIR identifies as “no impact” or a “less than significant” impact. Implementation of the proposed project would not result in any impacts that are considered significant, adverse, or unavoidable. All environmental issues were determined to result in less than significant impacts or can be reduced to less-than-significant levels with the incorporation of mitigation measures. Thus, the City is not required to adopt a statement of overriding considerations.

Section 15093 of the CEQA Guidelines states the following:

- a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the Final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.
- c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

The Final EIR for the project identified potentially significant effects that could result from the project. The City finds that the inclusion of certain mitigation measures as part of the approval of the project would reduce these effects to less-than-significant levels.

The City also finds that the Mitigation Monitoring and Reporting Program for the project, which is incorporated by reference and made part of these Findings, meets the requirements of PRC Section 21081.6 by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the proposed project.

Pursuant to PRC Section 21082.1(c)(3), the City also finds that these Findings reflect the City’s independent judgment as the lead agency for the project.

1.1.1 Custodian and Location of Records

The documents and other materials that constitute the Record of Proceedings for the City’s actions related to the project are located at the City of Oxnard, 214 South C Street, Oxnard, California 93030. The City is the custodian of the Record of Proceedings for the proposed project.

1.2 PROJECT DESCRIPTION

The project would include the construction and operation of a temporary outdoor vehicle storage facility (vehicle storage facility or facility) for a maximum of 5 years on the approximately 34-acre project site. The facility would include 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 (e.g., curb cuts, apron)

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

Various permits, approvals, and actions by the City of Oxnard and various public agencies may be required to execute and implement the proposed project. The permits from the lead agency that are necessary include:

- City of Oxnard approval of Special Use Permit
- City of Oxnard issuance of Grading Permit
- City of Oxnard issuance of Building and Safety Permits
- City of Oxnard Fire Department approval of proposed site improvement
- City of Oxnard – water, sewer, and storm drain connection permits

1.2.1 Project Objectives

The Applicant has identified the following objectives for the project.

1. Facilitate commercial success for Port clients to ensure they keep their business in the region, keep 167 local citizens employed, and create the potential for more than 30 jobs in the future.
2. Reduce and consolidate, where feasible, Port vehicle customer reliance on off-Port satellite storage locations, which would reduce the need for car carrier truck movement to distribute vehicles to those locations. The consolidation of vehicle storage closer to the Port would enable a more efficient movement of vehicles and reduce the need for heavy duty truck movement.
3. Provide operational flexibility for the transport of goods (vehicles) that already flow through the Port for purposes of sale, while maintaining existing goods movement and the existing number or capacity of cargo ships.

1.2.2 Discretionary Actions

A discretionary action is an action taken by an agency that calls for the exercise of judgment in deciding whether to approve or how to carry out a project. The project would require consideration of the following discretionary actions by the City:

- Certification of the Final EIR and adoption of a Mitigation Monitoring and Reporting Program
- Approval of the Special Use Permit

This page intentionally left blank.

2.0 CEQA FINDINGS OF INDEPENDENT JUDGEMENT

2.1 INDEPENDENT REVIEW AND ANALYSIS

Under CEQA, the lead agency must (1) independently review and analyze the EIR; (2) circulate draft documents that reflect its independent judgment; (3) as part of the certification of an EIR, find that the EIR or declaration reflects the independent judgment of the lead agency; and (4) submit copies of the documents to the State Clearinghouse if there is state agency involvement or if the project is of statewide, regional, or area-wide significance (PRC Section 21082.1[c]).

These Findings reflects the City’s independent judgment. The City has exercised independent judgment in accordance with CEQA Section 21082.1(c)(3) in retaining its own environmental consultant in the preparation of the EIR, as well as reviewing, analyzing, and revising material prepared by the consultant.

Having received, reviewed, and considered the information in the EIR, as well as any and all other information in the record, the City hereby makes findings pursuant to and in accordance with CEQA Sections 21081, 21081.5, and 21081.6.

2.2 SUMMARY OF IMPACTS

The EIR identified a number of direct and indirect potentially significant environmental effects (or “impacts”) resulting from the project. These potentially significant effects can be reduced to a less than significant level through the adoption of feasible mitigation measures.

As identified in Chapters 4, 5, 6, and 7 of the EIR, significant environmental impacts would not occur with regard to the following issues: agriculture and forestry resources, air quality, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, parks and recreation, wildfire and fire protection, schools, water, wastewater, and solid waste. Additionally, significant environmental impacts would not occur with regard to the following issues: biological resources (federally protected wetlands, wildlife movement, consistency with an adopted habitat conservation plan; and cumulative impacts to biological resources); cultural resources (historical resources; paleontological resources; and cumulative impacts to cultural resources); geology and soils (rupture of an earthquake fault; unstable soils–landslides; expansive soil; seiches and tsunamis; dredging and other maintenance activities); noise (exceedance of established or applicable standards in the local general plan or noise ordinance or other agencies resulting in a temporary, periodic, or permanent increase in ambient noise levels; groundborne vibration or noise; excessive noise levels within the airport land use plan for Oxnard Airport or within 2 miles of Naval Base Ventura County Point Mugu; or cumulative noise impacts); police protection (impacts during operations); or transportation (within the airport land use plan for Oxnard Airport or within 2 miles of Naval Base Ventura County Point Mugu to excessive noise levels; Level of Service standards; change in air traffic patterns; hazards due to a design feature or incompatible uses; emergency access during operations; conflict with adopted policies, plans, or programs supporting alternative transportation; CEQA Guidelines Section 15064.3 Subdivision (B); and cumulative traffic impacts). State CEQA Guidelines section 15091 does not require specific findings to address environmental effects that an EIR identifies as “no impact” or a “less than significant” impact. As such, these issue areas are not discussed further within this document.

As identified in Chapters 4, 5, 6, and 7 of the EIR, the project would mitigate, avoid, or substantially lessen to below a level of significance direct, indirect, and/or cumulative potentially significant environmental effects with regard to the following issues: aesthetics (visual character/quality), biological resources (nesting birds), cultural resources (archaeological resources; human remains; tribal cultural resources), geology and soils, noise (non-human species), police protection during construction, and transportation (emergency access).

2.3 IMPACTS DETERMINED TO BE LESS THAN SIGNIFICANT WITH MITIGATION

The following summarizes the potentially significant impacts of the proposed project identified in the Final EIR that would be less than significant with implementation of mitigation measures.

2.3.1 Aesthetics

2.3.1.1 AESTHETIC IMPACT TO VISUAL CHARACTER/QUALITY OF THE SITE AND ITS SURROUNDINGS

DESCRIPTION OF POTENTIAL IMPACT

The project would have a substantial adverse impact to the visual character/quality of the site and its surroundings.

MITIGATION MEASURE(S) AND STANDARD CONDITION(S)

Standard Conditions

- | | |
|----------|--|
| SC AES-1 | Prior to the issuance of building permits, the Applicant shall submit two copies of landscape and irrigation plans, along with appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. |
| SC AES-2 | Prior to the issuance of a certificate of occupancy, the Applicant shall install landscape and automatic irrigation systems. |
| SC AES-3 | Prior to the issuance of a certificate of occupancy, the Applicant shall provide a watering schedule to the site manager and to the Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. |
| SC AES-4 | The Applicant shall install an irrigation system that includes a water sensor shut-off device as a water conservation measure. |
| SC AES-5 | All trees planted or placed on the property by the Applicant shall be a minimum of 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by the Special Use Permit. |
| SC AES-6 | The Applicant shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by Special Use Permit for the life of the project. Failure of the Applicant to do so may result in the revocation of this permit and initiation of legal proceedings against Applicant to ensure compliance. |

- SC AES-7 The Applicant agrees that the project has aesthetic impacts arising from conversion of undeveloped land to developed land, which the landscaping improvements for the project are intended to mitigate. The Applicant further agrees that the landscaping improvements must be maintained for the life of the permit in order to continue to mitigate such impacts.

Mitigation Measures

- MM AES-1 The Applicant shall install chain-link fencing with top and bottom rails to provide support for plants.
- MM AES-2 In locations where chain-link gates are proposed and plants cannot grow, the Applicant shall install either privacy slats on the chain-link gates or solid gates to block views onto the site.
- MM AES-3 Prior to vegetation maturation that effectively buffers views onto the project site, the Applicant shall install screening fabric on the chain-link fencing or other alternative temporary measures approved by the City to fill gaps in the vegetation.
- MM AES-4 The Applicant shall provide visual screening of the existing water utility structure/chain-link fence enclosure on the southeast corner of Hueneme Road and Perkins Road complementary to the screening established with the project.

Findings

As discussed in Section 5.1, Aesthetics, of the EIR, the proposed project would be compatible with surrounding development, including the Hueneme Industrial Park, shopping center, and the City of Oxnard Advanced Water Purification Facility, and the proposed use is allowed in the M-1-PD (Light Manufacturing Zone with Planned Development Additive Zone) zone. While the proposed project incorporates screening and landscape measures, it is important that the proposed measures are properly installed and maintained. Thus, visual character/quality impacts are considered potentially significant. The proposed project would be subject to Standard Conditions SC AES-1 through SC AES-7 that require landscape and irrigation plans, and the proper installation and maintenance of site landscaping and irrigation systems in compliance with City Code Section 16-165, and Mitigation Measures MM AES-1 through MM AES-4, that ensure the site landscaping and the fencing provide adequate screening. Thus, implementation of Standard Conditions SC AES-1 through SC AES-7 and Mitigation Measures MM AES-1 through MM AES-4 would result in less than significant visual character/quality impacts associated with the project.

2.3.2 Biological Resources

2.3.2.1 BIOLOGICAL RESOURCES IMPACT TO NESTING BIRDS

DESCRIPTION OF POTENTIAL IMPACT

The project would have a substantial adverse impact to suitable habitat for the burrowing owl (*Athene cunicularia*) and the California horned lark (*Eremophila alpestris actia*) and to ground-nesting bird species, including the western meadow lark (*Sturnella neglecta*), burrowing owl, and the California horned lark.

Mitigation Measure(s)

- MM BIO-1 To avoid the disturbance of nesting and special-status birds, including raptor species protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code

(CFGF), activities related to the project including, but not limited to, vegetation removal, ground disturbance, demolition, and construction shall occur outside of the bird breeding season (February 1 through August 31), if practicable.

If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven (7) days prior to initiation of ground disturbance and vegetation removal activities.

The pre-construction nesting bird survey shall be conducted on foot inside the project site, including a 50-foot buffer and in inaccessible areas (e.g., private lands) from afar using binoculars, to the extent practicable. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California.

If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur inside this buffer until the avian biologist has confirmed that breeding/nesting is complete and the young have fledged the nest. Encroachment into the buffer shall occur only if authorized by the qualified biologist, who shall monitor activities to ensure that nesting birds are not adversely affected.

In addition, for any construction activities, the applicant shall retain the services of a qualified biologist or environmental resources specialist to conduct sensitive species surveys (including birds and other terrestrial species) of the project site. The environmental resources specialist shall conduct surveys no more than two weeks prior to the approved construction activities to detect any active sensitive species. In the event that any sensitive species are present in or adjacent to the construction area but do not exhibit reproductive behavior and are not within the estimated breeding/reproductive cycle of the subject species, the environmental resources specialist shall implement a resource avoidance program with sufficient buffer areas to ensure adverse impacts to such resources are avoided.

Findings

As discussed in Section 5.4, Biological Resources, of the EIR, potential ground nesting species, such as the western meadow lark, identified on-site during the field reconnaissance survey, could nest on-site. Additionally, there is the potential for the burrowing owl, known to winter in the Oxnard Plain, and California horned lark to occur on site. Construction activities associated with the proposed project could adversely affect nesting birds if they are present on or adjacent to the site, through direct mortality or abandonment of nests. The loss of a nest due to construction activities would be a violation of the MBTA and California Fish and Game Code Section 3503. Thus, implementation of the proposed project would result in potentially significant impacts to the following ground-nesting bird species: western meadow lark, burrowing owl, and California horned lark. Mitigation Measure MM BIO-1 would reduce project-related impacts to less than significant by encouraging site disturbance and construction activities outside of the bird breeding season or a pre-construction nesting bird survey and application of the biologist's recommendations during the site disturbance and construction activities. Implementation of MM BIO-1 would reduce impacts to suitable habitat for the burrowing owl and the California horned lark, and impacts to ground-nesting bird species, including the western meadow lark, burrowing owl, and the California horned lark to less than significant.

2.3.3 Cultural and Tribal Cultural Resources

2.3.3.1 CULTURAL AND TRIBAL CULTURAL RESOURCES IMPACT TO ARCHEOLOGICAL RESOURCES

DESCRIPTION OF POTENTIAL IMPACT

The project could result in impacts to potentially undiscovered archaeological resources.

Mitigation Measure(s)

MM CUL-1 Archaeological Monitoring. Prior to ground disturbance activities, the Applicant and/or subsequent responsible parties shall retain a Principal Investigator/Archaeologist, meeting the Secretary of the Interior's Standards, and with experience in California prehistoric and historic resources (experience within Ventura County preferred), to complete the following: compose a Cultural Resource Monitoring and Inadvertent Discovery Plan (Plan), manage archaeological monitoring and address any inadvertent discoveries identified during project implementation. The purpose of the Plan is to outline cultural monitoring (archaeological and Native American/Tribal) protocols and a program of treatment and mitigation in the case of an inadvertent discovery of cultural (archaeological or Native American/Tribal) resources during ground-disturbing phases and to provide for the proper identification, evaluation, treatment, and protection of any cultural resources in accordance with CEQA throughout the duration of the project. Existence and importance of adherence to this Plan shall be stated on all project site plans intended for use by those conducting the ground disturbing activities.

The Principal Investigator/Archaeologist shall manage archaeological monitoring conducted by archaeological technicians during initial ground disturbances. Initial excavation is defined as initial construction-related earth moving of sediments from their place of deposition. As it pertains to cultural monitoring (archaeological or Native American/Tribal), this definition excludes movement of sediments after they have been initially disturbed or displaced by project-related construction. The retained Principal Investigator/Archaeologist shall oversee and establish monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor shall be responsible for maintaining daily monitoring logs. The requirement for archaeological monitoring shall be noted on all construction plans to ensure implementation. Upon completion of all ground disturbing activities, an archaeological monitoring report shall be prepared within 30 business days following completion of ground disturbance and submitted to the City for review. This report shall document compliance with approved cultural mitigation, all monitoring efforts, and include an appendix with daily monitoring logs. The final report shall be submitted to the City and the South Central Coastal Information Center.

MM CUL-2 Native American/Tribal Monitoring - Prior to ground disturbance activities, the Applicant and/or subsequent responsible parties shall retain a Native American/Tribal monitor/entity selected from the list of California Native American Tribes (maintained by the NAHC) and that are traditionally and culturally affiliated with the geographic area of the project site. The Applicant and/or subsequent responsible parties shall make arrangements with the Native American/Tribal monitor/entity to enter into a contract with the intent of securing a total of

one Native American/Tribal monitor to be present during initial ground disturbance. Initial ground disturbance is defined as initial construction-related earthmoving of sediments from their place of deposition. As it pertains to cultural resource (archaeological or Native American/Tribal) monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by current project-related construction. The Plan created in compliance with MM-CUL-1 shall be provided to the Native American/Tribal monitor/entity under contract prior to commencement of ground disturbing activities. More than one monitor may be required if multiple areas within the project site are simultaneously exposed to initial ground disturbance causing monitoring to be hindered by the distance (more than 200 feet apart) of the simultaneous activities.

Findings

As discussed in Section 5.5, Cultural Resources, of the EIR, archival research indicated that there is one known archaeological site within a 0.25-mile radius of the project site boundaries. A foot reconnaissance of the project site in 2020 indicated two clusters (Locus¹ 1 and 2) of low density weathered marine shell, one chert biface fragment, and one weathered elasmobranch fish vertebra. Subsurface testing of the areas identified as Locus 1 and Locus 2 was performed and found that no known cultural resources exist within the proposed project site and based on the presence of disturbed and/or fill soils to depths below proposed depths of disturbance for the project, no impacts to known or unknown cultural resources are expected. Nonetheless, the proposed project involves minimal on-site ground-disturbing activities (approximately 1/10th inch to 1.95 feet)² for grubbing, grading, or other activities. In addition, the installation of site drainage infrastructure could require grading of small areas to a depth of 24 inches (2 feet). On-site areas that would not be disturbed include the site's periphery that has been previously disturbed by pipelines, roads, and the Ventura County Rail Road right-of-way. These activities could result in impacts to undiscovered archaeological resources. Mitigation Measures MM CUL-1 and MM CUL-2 require archaeological and Native American monitoring during ground disturbing activities to avoid or document any artifacts or archaeological features that may be encountered. Implementation of Mitigation Measures MM CUL-1 and MM CUL-2 reduce potentially significant impacts to less than significant.

2.3.3.2 CULTURAL AND TRIBAL CULTURAL RESOURCES IMPACT TO HUMAN REMAINS

DESCRIPTION OF POTENTIAL IMPACT

The project could disturb human remains, including those interred outside of dedicated cemeteries.

Mitigation Measure(s)

MM CUL-2 (see Section 2.3.3.1, above)

¹ "Locus" is defined as the place where something is situated or occurs: site, location a center of activity, attention, or concentration. Source: Merriam-Webster Dictionary, <https://www.merriam-webster.com/dictionary/locus>, accessed March 1, 2021.

² Source: Jensen Design & Survey, Inc., Cut & Fill Depths Analysis | Grading Plan, August 2019.

Findings

As discussed in Section 5.5, Cultural Resources, of the EIR, no human remains or cemeteries are known to exist in or near the project site. However, there is always the possibility that subsurface construction activities associated with the proposed project improvements, such as trenching and grading, would potentially damage or destroy previously undiscovered human remains. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; *Health and Safety Code* Section 7050.5; *Public Resources Code* Section 5097.94 and Section 5097.98 must be followed. Implementation of Mitigation Measure MM CUL-2 would reduce potentially significant impacts associated with the discovery of human remains to less than significant.

2.3.3.3 CULTURAL AND TRIBAL CULTURAL RESOURCES IMPACT TO TRIBAL CULTURAL RESOURCES LISTED OR ELIGIBLE FOR LISTING IN THE CALIFORNIA REGISTER OF HISTORICAL RESOURCES, OR IN THE LOCAL REGISTER OF HISTORICAL RESOURCES AS DEFINED IN PUBLIC RESOURCES CODE SECTION 5020.1(K)

DESCRIPTION OF POTENTIAL IMPACT

The project would cause a substantial adverse change in the significance of previously undiscovered tribal cultural resources.

Mitigation Measure(s)

MM CUL-2 (see Section 2.3.3.1, above)

Findings

As discussed in Section 5.5, Cultural Resources, of the EIR, no Native American Tribes have requested formal notification from the City pursuant to AB 52. The City also reviewed the results of the archaeological study that included a records search, archival and background research as well as a pedestrian survey and subsurface testing of the project site to further inform and consider the potential of tribal cultural resources to exist within the project site. All efforts to determine whether tribal cultural resources originating from the project site exist and may be impacted by proposed project implementation returned negative. Given the presence of the Ventureño Chumash in and around the City of Oxnard over millennia, and the proximity of a known site within 0.25 miles of the project site, there is the potential for construction of the project to impact unidentified tribal cultural resources. Thus, ground-disturbing activities, such as grading or excavation, could disturb previously unidentified subsurface resources. Implementation of Mitigation Measure MM CUL-2 would reduce any potentially significant impacts to previously undiscovered tribal cultural resources to less than significant.

2.3.3.4 CULTURAL AND TRIBAL CULTURAL RESOURCES IMPACT TO TRIBAL CULTURAL RESOURCES DETERMINED BY THE LEAD AGENCY, IN ITS DISCRETION AND SUPPORTED BY SUBSTANTIAL EVIDENCE, TO BE SIGNIFICANT PURSUANT TO

THE CRITERIA SET FORTH IN SUBDIVISION (C) OF PUBLIC RESOURCES CODE SECTION 5024.1

DESCRIPTION OF POTENTIAL IMPACT

The project would result in potentially significant impacts to previously undiscovered tribal cultural resources.

Mitigation Measure(s)

MM CUL-2 (see Section 2.3.3.1, above)

Findings

Refer to Section 2.3.3.4, above.

2.3.4 Geology and Soils

2.3.4.1 GEOLOGICAL IMPACT TO SEISMIC GROUND SHAKING

DESCRIPTION OF POTENTIAL IMPACT

The project would directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking.

Mitigation Measure(s)

MM GEO-1 Prior to issuance of grading permits, the Applicant or designee shall prepare and submit a soils, geologic, and structural evaluation report prepared by a registered soils engineer and/or structural engineer for review and approval by the City of Oxnard Building and Engineering Division. The recommendations in the report shall be implemented during site grading and construction.

Findings

As discussed in Section 5.7, Geology and Soils, of the EIR, there are a number of potentially active/active faults in the region including the Oak Ridge, Pitas Point-Ventura, Anacapa, and Malibu Coast faults; however, these faults are located approximately 1.5 miles to 10 miles from the City. Although some structural damage is typically not avoidable during a large earthquake, the proposed project would be constructed to meet existing construction ordinances and the California Building Code in order to protect against building collapse and major injury during a seismic event. The California Building Code includes specific design measures, which are based on the determination of Site Classification and Seismic Design Categories specific to the project site. These design measures are intended to maximize structural stability in the event of an earthquake. Thus, adherence to the California Building Code requirements, as well as Mitigation Measure MM GEO-1 would reduce impacts related to strong seismic shaking to less than significant.

2.3.4.2 GEOLOGICAL IMPACT RESULTING FROM UNSTABLE SOILS AND LIQUEFACTION

DESCRIPTION OF POTENTIAL IMPACT

The project would be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and result in unstable soils and on- or off-site liquefaction.

Mitigation Measure(s)

MM GEO-1 (see Section 2.3.4.1, above)

Findings

As discussed in Section 5.7, Geology and Soils, of the EIR, a majority of the City of Oxnard is susceptible to liquefaction as a result of underlying thick alluvial deposits and high groundwater levels. In addition, the City of Oxnard is located in a Seismic Hazard Area for liquefaction according to seismic hazard mapping conducted by the California Geological Survey. To ensure that the temporary on-site structures do not experience structural damage due to liquefaction, the Applicant shall implement the recommendations in the soils, geologic, and structural evaluation report required per Mitigation Measure GEO-1 and adhere to the California Building Code requirements for the guard house, which reduce potentially significant impacts to less than significant with mitigation incorporated.

In addition, the on-site soils are characterized as unstable soils. To ensure that the temporary on-site structures do not experience structural damage due to unstable soils, the Applicant shall implement the recommendations in the soils, geologic, and structural evaluation report required per Mitigation Measure MM GEO-1 and adhere to the California Building Code requirements for the guard house, which reduce potentially significant impacts to less than significant with mitigation incorporated.

2.3.5 Noise

2.3.5.1 NOISE IMPACT TO NON-HUMAN SPECIES

DESCRIPTION OF POTENTIAL IMPACT

The project would result in noise impacts to special-status species, including the western meadow lark, burrowing owl, and the California horned lark, as well as suitable habitat for the burrowing owl and the California horned lark.

Mitigation Measure(s)

MM BIO-1 (see Section 2.3.2.1, above)

Findings

The proposed project would result in a potentially significant impact to suitable habitat for the burrowing owl and the California horned lark, as well as a potentially significant impact to ground-nesting bird species: western meadow lark, burrowing owl, and the California horned lark. With the implementation of Mitigation Measure MM BIO-1, project-related impacts to these special-status species or habitat are reduced to less than significant.

2.3.6 Police Protection

2.3.6.1 POLICE PROTECTION IMPACTS DURING CONSTRUCTION

DESCRIPTION OF POTENTIAL IMPACT

The project would result in potential construction-related traffic impacts on the California Highway Patrol, which regulates traffic in the City.

Mitigation Measure(s)

MM PP-1 Prior to construction, the Applicant shall prepare a Traffic Control Plan for implementation during the construction phase, as deemed necessary by the City Traffic Engineer. The Plan may include the following provisions, among others:

- At least one unobstructed lane shall be maintained in both directions on the following surrounding roadways: Hueneme Road and Perkins Road.
- At any time only a single lane is available, the Applicant shall provide a temporary traffic signal, signal carriers (i.e., flag persons), or other appropriate traffic controls to allow travel in both directions.
- If construction activities require the complete closure of a roadway segment, the Applicant shall provide appropriate signage indicating detours/alternative routes.

Findings

Construction-related traffic on the project site also is not expected to result in impacts on the California Highway Patrol, which regulates traffic in the City. Slow-moving construction-related traffic on adjacent roadways could reduce optimal traffic flows and could delay emergency vehicles traveling through the area. However, this would not result in a significant impact on traffic flows because construction-related traffic would only occur during short periods of time during the day and would cease upon completion. In order to prevent construction-related traffic impacts, Mitigation Measure MM PP-1 has been included to prepare a construction traffic control plan prior to the initiation of any construction activities and would reduce potentially significant impacts to less than significant.

2.3.7 Transportation

2.3.7.1 TRANSPORTATION IMPACTS ASSOCIATED WITH INADEQUATE EMERGENCY ACCESS

DESCRIPTION OF POTENTIAL IMPACT

The project would result in potential construction-related traffic impacts.

Mitigation Measure(s)

MM PP-1 (see Section 2.3.6.1, above)

Findings

Slow-moving construction-related traffic on adjacent roadways could reduce optimal traffic flows and could delay emergency vehicles traveling through the area. In order to prevent construction-related traffic impacts, Mitigation Measure MM PP-1 has been included to prepare a construction traffic control plan prior to the initiation of any construction activities and reduce potentially significant impacts to less than significant.

This page intentionally left blank.

3.0 FINDINGS ON PROJECT ALTERNATIVES

CEQA requires that an EIR describe a range of reasonable alternatives to a project, or to the location of the project, that could feasibly attain the basic objectives of that project, and to evaluate the comparative merits of the alternatives (14 CCR 15126.6[a]). The CEQA Guidelines direct that the selection of alternatives be governed by “a rule of reason” (14 CCR 15126.6[a], [f]). CEQA directs that the scope of alternatives considered shall be limited to ones that would avoid or substantially lessen the significant effects of the project (14 CCR 15126.6[f]). Notably, this project does not result in any significant and unavoidable impacts.

3.1 ALTERNATIVES CONSIDERED AND ELIMINATED DURING THE SCOPING/ PROJECT PLANNING PROCESS

The CEQA Guidelines provide that an EIR should “identify any alternatives that were considered by the Lead Agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the Lead Agency’s determination” (14 CCR 15126.6[c]). The following is a discussion of the project alternatives proposed during the scoping and planning process and the reasons they were not selected for detailed analysis in the EIR.

With respect to the feasibility of potential alternatives to the proposed project, CEQA Guidelines Section 15126.6(t)(l) states, “Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries ... and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.”

In determining an appropriate range of proposed project alternatives to be evaluated in the EIR, a number of possible alternatives were initially considered and then rejected. Proposed project alternatives were rejected because they could not accomplish the basic objectives of the proposed project, or they would not have resulted in a reduction of significant adverse environmental impacts.

REDUCED PROJECT ALTERNATIVE

The City considered a Reduced Project Alternative that would reduce the site acreage and would not utilize more than 50% of the approximately 34-acre site. The reduction in total acres would also reduce the acreage for temporary outdoor vehicle storage capacity from approximately 27.5 acres under the proposed project to approximately 14 acres. This would reduce the vehicle storage capacity from 4,944 to 2,472 vehicle spaces.

This Alternative does not fulfill a key project objective to reduce and consolidate Port vehicle customer reliance on Off-Port storage locations, nor would this Alternative eliminate the need for car carrier truck movement to distribute vehicles to those Off-Port storage locations.

In addition, fewer new jobs would be created under this Alternative, thus not fulfilling a second key project objective regarding employment in the region.

Finding

The City rejects the Reduced Project Alternative on the following grounds, which provides sufficient justification for rejection of this alternative: the Reduced Project Alternative fails to meet most of the project objectives. Thus, the Reduced Project Alternative was rejected from further consideration in the EIR.

ELECTRIC CAR CARRIER TRUCKS ALTERNATIVE

The City considered an alternative that assumes that electric car carrier trucks would be used by the Port Customer to transport vehicles to existing Off-Port storage locations.

An electric truck is an electric vehicle powered by batteries designed to deliver cargo. The recent development of lithium batteries has broadened the applicability of electric trucks due to the increased range of several hundred miles. Battery powered electric vehicles have no exhaust emissions, but emissions are created from the production and distribution of the energy used to charge them.

At this time, the Port Customer is not using electric car carrier trucks to transport vehicles to existing Off-Port storage locations, nor would car carrier trucks be used for the proposed project. While the use of electric trucks would reduce greenhouse gas emissions, the financial implications to the Port Customer to rent or purchase such equipment is unknown at this time, and as such, this Alternative is infeasible. Additionally, to the knowledge of the Port Customer, there are no commercially available electric car carrier trucks. Therefore, it would not be financially possible for the Port or City to procure electric car carrier trucks for use in the proposed project, and electric car carrier trucks are not anticipated to be feasible for the Port or City to acquire during the five-year life of the proposed project. Therefore, under this alternative without the use of traditional car carrier trucks, vehicle transport would not be able to occur.

Because electric car carrier trucks are not a feasible option for vehicle transport at this time, this Alternative does not fulfill a key project objective to reduce and consolidate Port Customer reliance on Off-Port storage locations and thus, reduce the need for car carrier truck (diesel or electric) movement to distribute vehicles to those locations. Thus, the Electric Car Carrier Trucks Alternative was rejected from further consideration in the EIR.

Finding

The City rejects the Electric Car Carrier Trucks Alternative on the following grounds which provides sufficient justification for rejection of this alternative: this alternative is infeasible given that there are no commercially available electric car carrier trucks and no such trucks are likely to become available within the next 5 years. Thus, the Electric Car Carrier Trucks Alternative was rejected from further consideration in the EIR.

ALTERNATIVE LOCATIONS

Pursuant to Section 15126.6(f)(2) of the CEQA Guidelines, the City considered the potential for alternative locations to the project. The City is mostly developed, with the exception of some undeveloped land to the south of the project site, where the Ormond Lagoon and various undeveloped parcels are located. Therefore, there are very limited areas of approximately equivalent size to the project site that could be used for the project. In addition, the project applicant does not control another site within the City of comparable land area that is available for development of the proposed project. One of the factors for

feasibility of an alternative is “whether the proponent can reasonably acquire, control or otherwise have access to the alternative site.” Because the City is highly urbanized and is largely built out, obtaining another site of a similar size in a similar location is not considered feasible. It should also be noted that the project site is surrounded by development to the east, north, and west. As such, an alternative location was ultimately rejected from further analysis in the EIR.

Finding

The City rejects the Alternative Locations, on the following ground, which provides sufficient justification for rejection of this alternative: the alternative is infeasible given that the project applicant does not own or control any other property within the City that would be suitable for development of the proposed project. Therefore, this alternative is eliminated from further consideration.

3.2 ALTERNATIVES SELECTED FOR FURTHER ANALYSIS

This section discusses a reasonable range of alternatives to the proposed project, including a No Project Alternative, in compliance with CEQA Guidelines Section 15126.6(e). These alternatives are as follows:

- Alternative One: No Project Alternative
- Alternative Two: Two Existing Off-Port Vehicle Storage Locations
- Alternative Three: Existing Zoning

These alternatives are evaluated for their ability to avoid or substantially lessen the impacts of the proposed project identified in the Final EIR, and in consideration of their ability to meet the basic objectives of the proposed project as described in the Final EIR.

3.2.1 Alternative One: No Project Alternative

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of a No Project Alternative. The “purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project” (14 CCR 15126.6[e][1]). When defining the No Project Alternative, the analysis must be informed by “what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services” (14 CCR 15126.6[e][2]).

Description

Section 15126.6(e) of the CEQA Guidelines requires that an EIR evaluate and analyze the impacts of the No Project Alternative, which reflects the “circumstances under which the project does not proceed.” Under the No Project Alternative, no development would occur on the project site. Accordingly, the site characteristics of this alternate would be equivalent to the existing conditions and would remain as vacant and undeveloped land.

Impacts

Under Alternative 1, the No Project/ No Build Alternative, all environmental impacts would be reduced further below the project’s less- than-significant impacts.

Finding

The City rejects the No Project Alternative on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) the No Project Alternative fails to meet any of the project objectives; (2) the No Project Alternative does not reduce or eliminate any significant and unavoidable impacts associated with the project, as the project does not result in any significant and unavoidable impacts.

3.2.2 Alternative Two: Two Existing Off-Port Vehicle Storage Locations

Description

Alternative Two assumes the existing vehicle storage operations of GLOVIS (Customer) at the Port of Hueneme (Port) and Off-Port locations for vehicle storage within the local area, including within Oxnard, Ventura, Camarillo, and Ventura County would continue.

As such, imported vehicles would be transported by Customer car carrier trucks from the Port to two Off-Port storage locations:

1. Camarillo Airport (555 Airport Way, Camarillo)
2. Tuff Shed (3355 Ventura Road, Ventura)

The locations are approximately 10.6 miles and 9 miles, respectively, from the Port.

Impacts

Under Alternative Two, Two Existing Off-Port Vehicle Storage Locations, environmental impacts related to agriculture and forestry resources, hazards and hazardous materials, population and housing, parks and recreation, schools, and wastewater would be the same as compared to the project, or neither environmentally superior nor inferior to the project.

Alternative Two would result in reduced impacts to aesthetics, biological resources, cultural and tribal cultural resources, geology and soils, wildfire and fire protection, police protection, water, and solid waste, as Alternative Two would not result in development of an undeveloped site. Therefore, Alternative Two would be environmentally superior to the proposed project in regard to these environmental issue areas.

Alternative Two would result in increased impacts to air quality, energy, greenhouse gases, noise, and transportation due to the increased distances to the two locations (Camarillo Airport 10.6 miles, Tuff Shed 9 miles) from the Port. In addition, because the proposed project allows for the consolidation of multiple Off-Port storage locations to a single site within one jurisdiction in a zoning district that allows the proposed use, Alternative Two would result in increased impacts to land use. The Camarillo Airport site and proposed project site are located within MRZ-1, and thus does not contain mineral resources. However, the Tuff Shed site in Ventura is located within MRZ-2 zone, which does contain mineral resources of regional and statewide significance, resulting in an increased impacts to mineral resources under Alternative Two. Lastly, while hydrology and drainage impacts would remain less than significant under both Alternative Two and the proposed project, the proposed project provides more pervious

surface and infrastructure to improve hydrology and water quality impacts, both on-site and off-site. Therefore, Alternative Two is considered environmentally inferior to the proposed project in regard to these environmental issue areas.

Objectives

Alternative Two would partially meet Objective 1, as the project would facilitate commercial success for Port clients to ensure they keep their business in the region, and keep 167 local citizens employed. However, Alternative Two does not provide for new jobs. In addition, Alternative Two would not meet Objective 2, as Alternative Two would not reduce and consolidate Port vehicle customer reliance on off-Port satellite storage locations, which would reduce the need for car carrier truck movement to distribute vehicles to those locations, to enable a more efficient movement of vehicles and reduce the need for heavy duty truck movement. Lastly, the project would meet Objective 3, as it would provide operational flexibility for the transport of goods (vehicles) that already flow through the Port for purposes of sale, while maintaining existing goods movement and the existing number or capacity of cargo ships.

Finding

The City rejects Alternative 2 on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) Alternative 2 would result in greater impacts to some environmental resource areas; and (2) Alternative 2 does not reduce or eliminate any significant and unavoidable impacts associated with the project, as the project does not result in any significant and unavoidable impacts.

3.2.3 Alternative Three: Existing Zoning

Description

Alternative Three, Existing Zoning, assumes the approximately 34-acre project site would be developed with a light manufacturing use consistent with the M-1-PD zone (Light Manufacturing Zone with Planned Development Additive) and in accordance with applicable use and development standards required per Oxnard City Code Chapter 16, Zoning.

The M-1-PD zone permits the following: maximum building height of 55 feet and a maximum floor area ratio of 70%. For this Alternative, the maximum development assumes a 40% floor area ratio and 587,189 square feet.

Impacts

Under Alternative Three, Existing Zoning, environmental impacts relative to agriculture and forestry resources, biological resources, cultural and tribal cultural resources, geology and soils, mineral resources, population and housing, and schools would be similar compared to the project.

Alternative Three would result in greater impacts relative to aesthetics, as the site would be developed with light manufacturing uses with buildings up to 55 feet in height, thus changing the visual character of the site. In addition, Alternative Three would result in greater impacts relative to air quality, energy, greenhouse gas emissions, and noise, as the duration of both construction and operations associated with Alternative Three would be increased compared to the project. Light manufacturing uses have the

potential to manufacture, transport, use, or dispose of hazardous materials and thus impacts to hazards and hazardous materials would be increased under Alternative Three. Alternative Three would result in less pervious area and more impervious area compared to the project. Thus, impacts to hydrology and water quality would be increased compared to the project. Although Alternative Three would be consistent with the City's Zoning Code and compatible with surrounding uses, similar to the proposed project, Alternative Three would be subject to the Ventura County Airport Comprehensive Land Use Plan (ACLUP) land use or compatibility guidelines, and Federal Aviation Regulations Part 77 height limitations and would be required to be consistent with the ACLUP and Federal Aviation Regulations Part 77. Therefore, Alternative Three would result in greater impacts to land use.

In addition, the number of employees associated with Alternative Three would increase, resulting in an increase in demand for parks and recreation, wildfire and fire protection, and police protection. Regarding transportation, the vehicle trips generated by a 587,189 square foot light manufacturing uses could result in significantly more peak daily, A.M. peak hour, and P.M. peak hour trips that affect a larger traffic impact area and would increase vehicle miles traveled. As Alternative Three would require water and wastewater infrastructure to be installed, impacts associated with water and wastewater would be increased compared to the project. Lastly, the quantity of solid waste generated is dependent upon the light manufacturing use but would be greater than the proposed project. Therefore, Alternative Three is considered environmentally inferior to the proposed project in regard to aesthetics, air quality, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use, noise, parks and recreation, wildfire and fire protection, police protection, transportation, water, wastewater, and solid waste.

Objectives

Alternative Three would not meet any of the project objectives. Alternative Three would not facilitate commercial success for Port client to ensure they keep their business in the region, keep 167 local citizens employed, and create the potential for more than 30 jobs in the future; reduce and consolidate, where feasible, Port vehicle customer reliance on Off-Port satellite storage locations, which would reduce the need for car carrier truck movement to distribute vehicle to those locations; or provide operational flexibility for the transport of goods (vehicles) that already flow through the Port for purposes of sale, while maintaining existing goods movement and the existing number or capacity of cargo ships.

Finding

The City rejects Alternative Three on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) Alternative Three fails to meet most of the project objectives; (2) Alternative Three would result in greater impacts to some environmental resource areas; and (3) Alternative Three does not reduce or eliminate any significant and unavoidable impacts associated with the project, as the project does not result in any significant and unavoidable impacts.

3.2.4 Environmentally Superior Alternative

Alternative One, the No Project Alternative, would result in the least environmental impacts and would be the environmentally superior alternative. However, Section 15126.6(e)(2) of the CEQA Guidelines states that if the environmentally superior alternative is the No Project Alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives. In this case, the environmentally superior alternative is Alternative Two, Two Existing Off-Port Vehicle Storage Locations.

Alternative Two would partially meet Objective 1, would not meet Objective 2, and would meet Objective 3. As set forth above, the City rejects Alternative Two on the following grounds, each of which individually provides sufficient justification for rejection of this alternative: (1) Alternative Two would result in greater impacts to some environmental resource areas; and (2) Alternative Two does not reduce or eliminate any significant and unavoidable impacts associated with the project, as the project does not result in any significant and unavoidable impacts.

This page intentionally left blank.

4.0 GENERAL CEQA FINDINGS

Based on the foregoing Findings and the information contained in the administrative record, and as conditioned by the foregoing, the City has determined the following:

1. The plans for the proposed project have been prepared and analyzed so as to provide for public involvement in the planning and the CEQA processes.
2. To the degree that any impacts described in the Draft EIR are perceived to have a significant effect on the environment, or such impacts appear ambiguous as to their effect on the environment, any significant effect of such impacts has been substantially lessened or avoided by the mitigation measures set forth in the Draft and Final EIR.
3. Comments regarding the Draft EIR received during the public review period have been adequately addressed in the Final EIR. Any significant effects described in such comments were avoided or substantially lessened by the mitigation measures described in the Draft and Final EIR.

4.1 FINDINGS REGARDING RECIRCULATION

The City finds that the Draft EIR does not require recirculation under CEQA (CEQA Section 21092.1, CEQA Guidelines Section 15088.5). CEQA Guidelines Section 15088.5 requires recirculation of an EIR prior to certification of the Final EIR when “significant new information is added to the EIR after public notice is given of the availability of the draft EIR for public review.” As described in CEQA Guidelines Section 15088.5:

New information added to an EIR is not “significant” unless the EIR is changed in a way that deprives the public of a meaningful opportunity to comment upon a substantial adverse environmental effect of the project or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project’s proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project’s proponents decline to adopt it;
4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

In addition, CEQA Guidelines Section 15088.5(b) provides that “recirculation is not required where the new information added to the EIR merely clarifies and amplifies or makes insignificant modifications in an adequate EIR.” Recirculation also is not required simply because new information is added to an EIR;

indeed, new information is oftentimes added given CEQA’s public/agency comment and response process and CEQA’s post-Draft EIR circulation requirement of proposed responses to comments submitted by public agencies. In short, recirculation is “intended to be an exception rather than the general rule” (*Laurel Heights Improvement Assn. v. Regents of University of California* (1993) 6 Cal.4th 1112, 1132).

As such, the City makes the following Findings:

- None of the public comments submitted to the City regarding the Draft EIR present any significant new information that would require the Draft EIR to be recirculated for public review.
- No new or modified mitigation measures are proposed that would have the potential to create new significant environmental impacts.
- The Draft EIR adequately analyzed project alternatives and there are no feasible alternatives or mitigation measures considerably different from others previously analyzed that would clearly lessen the significant environmental impacts of the project.
- The Draft EIR was not fundamentally and basically inadequate and conclusory in nature and did not preclude meaningful public review and comment.

In this legal context, the City finds that recirculation of the Draft EIR prior to certification is not required. In addition to providing responses to comments, the Final EIR includes revisions to expand upon information already presented in the Draft EIR; explain or enhance the evidentiary basis for the Draft EIR’s findings; update information; and to make clarifications, amplifications, updates, or helpful revisions to the Draft EIR. The Final EIR’s revisions, clarifications, and/or updates do not result in any new significant impacts or increase the severity of a previously identified significant impact. In sum, the Final EIR demonstrates that the proposed project would not result in any new significant impacts or increase the severity of a significant impact compared to the analysis presented in the Draft EIR. The changes reflected in the Final EIR also do not indicate that meaningful public review of the Draft EIR was precluded in the first instance. Accordingly, recirculation of the EIR is not required because revisions to the EIR are not significant as defined in Section 15088.5 of the CEQA Guidelines.

11.0 MITIGATION MONITORING AND REPORTING PROGRAM

11.1 INTRODUCTION

Section 15097 of the California Environmental Quality Act (CEQA) Guidelines requires that, whenever a public agency approves a project based on a Mitigated Negative Declaration or an Environmental Impact Report (EIR), the public agency shall establish a mitigation monitoring or reporting program to ensure that all adopted mitigation measures are implemented.

The mitigation monitoring and reporting program (MMRP) contained herein is intended to satisfy this requirement of the CEQA Guidelines as it relates to the Temporary Outdoor Vehicle Storage Facility Project (project). This MMRP is intended to be used by City of Oxnard (City) staff to ensure compliance with mitigation measures during project implementation. Mitigation measures identified in this MMRP were developed in the Draft EIR and finalized in the Final EIR prepared for the proposed project.

The Final EIR for the proposed project presents a detailed set of mitigation measures required for implementation. As noted above, the intent of the MMRP is to ensure the effective implementation and enforcement of all adopted mitigation measures. The MMRP will also provide for monitoring of construction activities, as necessary, and in the field identification and resolution of environmental concerns.

11.2 PURPOSE OF THE MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a sufficient manner before and during project construction and operation. The MMRP may be modified by the City during project implementation, as necessary, in response to changing conditions or other refinements. The MMRP table has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies each mitigation measure or standard condition; the action required for the measure to be implemented; the time at which the monitoring is to occur; the monitoring conditions; and the agency or party responsible for ensuring that the monitoring is performed. The numbering of mitigation measures and standard conditions follows the numbering sequence found in the Final EIR.

11.3 ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the City is responsible for taking all actions necessary to implement the mitigation measures under its jurisdiction according to the specifications provided for each measure and for demonstrating that the action has been successfully completed. The City,

at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor or other designated agent. The City would be responsible for overall administration of the MMRP and for verifying that City staff members and/or the construction contractor has completed the necessary actions for each measure.

Section 21081.6 of the Public Resources Code requires the lead agency to identify the “custodian of documents and other material” which constitutes the “record of proceedings” upon which the action on the project was based. Inquiries should be directed to:

City of Oxnard Community Development Department
Planning & Environmental Services Division
214 South C Street
Oxnard, California, 93030

11.4 REPORTING

Upon completion of the project, the City’s Planning Manager shall prepare a monitoring report on the compliance of the activity with the required mitigation measures. Information regarding inspections and other requirements shall also be compiled and explained in monthly or annual reports, as relevant. Information regarding inspections and other requirements shall be compiled and explained in the report. The report shall be designed to simply and clearly identify whether mitigation measures have been adequately implemented. At a minimum, each report shall identify the mitigation measures or conditions to be monitored for implementation, whether compliance with the mitigation measures or conditions has occurred, the procedures used to assess compliance, and whether further action is required.

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TEMPORARY OUTDOOR VEHICLE STORAGE
FACILITY PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT**

Impact	Mitigation Measure/Standard Condition	Implementation Timing	Monitoring Frequency	Responsible Party	Compliance Verification (Date/Initials/ Comments)
5.1 AESTHETICS					
Implementation of the proposed project could substantially degrade the visual character/quality of the site and its surroundings (Threshold AES-3).	SC AES-1: Prior to the issuance of building permits, the Applicant shall submit two copies of landscape and irrigation plans, along with appropriate permit application and fees, to the Development Services Division and obtain approval of such plans.	Prior to the issuance of building permits.	One time prior to issuance of building permits.	Applicant	
	SC AES-2: Prior to the issuance of a certificate of occupancy, the Applicant shall install landscape and automatic irrigation systems.	Prior to the issuance of a certificate of occupancy.	Installation occurs one time prior to the issuance of a certificate of occupancy.	Applicant	
	SC AES-3: Prior to the issuance of a certificate of occupancy, the Applicant shall provide a watering schedule to the site manager and to the Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods.	Prior to the issuance of a certificate of occupancy.	Provision of water schedule occurs one time prior to the issuance of a certificate of occupancy. Recommendations of the watering schedule must be implemented throughout project implementation.	Applicant	
	SC AES-4: The Applicant shall install an irrigation system that includes a water sensor shut-off device as a water conservation measure.	During project construction and prior to project operation.	Installation occurs one time during project construction. Ongoing maintenance should occur when necessary during project implementation to ensure sufficiency of irrigation system.	Applicant	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TEMPORARY OUTDOOR VEHICLE STORAGE
FACILITY PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT**

Impact	Mitigation Measure/Standard Condition	Implementation Timing	Monitoring Frequency	Responsible Party	Compliance Verification (Date/Initials/ Comments)
	SC AES-5: All trees planted or placed on the property by the Applicant shall be a minimum of 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by the Special Use Permit.	During project construction and prior to project operation.	Installation occurs one time during project construction.	Applicant	
	SC AES-6: The Applicant shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by Special Use Permit for the life of the project. Failure of the Applicant to do so may result in the revocation of this permit and initiation of legal proceedings against Applicant to ensure compliance.	Ongoing during project operation for the life of the 5-year Special Use Permit.	Ongoing during project operation for the life of the 5-year Special Use Permit as required by the City Code.	Applicant	
	SC AES-7: The Applicant agrees that the project has aesthetic impacts arising from conversion of undeveloped land to developed land, which the landscaping improvements for the project are intended to mitigate. The Applicant further agrees that the landscaping improvements must be maintained for the life of the permit in order to continue to mitigate such impacts.	Ongoing during project operation for the life of the 5-year Special Use Permit.	Ongoing during project operation for the life of the 5-year Special Use Permit as required by the City Code.	Applicant	
	MM AES-1: The Applicant shall install chain-link fencing with top and bottom rails to provide support for plants.	During project construction and prior to project operation.	Installation occurs one time during project construction.	Applicant	
	MM AES-2: In locations where chain-link gates are proposed and plants cannot grow, the Applicant shall install either privacy slats on the chain-link gates or solid gates to block views onto the site.	During project construction and prior to project operation.	Installation occurs one time during project construction.	Applicant	
	MM AES-3: Prior to vegetation maturation that effectively buffers views onto the project site, the Applicant shall install screening fabric on the chain-link fencing or other alternative temporary measures approved by the City to fill gaps in the vegetation.	Prior to vegetation maturation that effectively buffers views onto the project site.	Ongoing during project operation for the life of the 5-year Special Use Permit.	Applicant	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TEMPORARY OUTDOOR VEHICLE STORAGE
FACILITY PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT**

Impact	Mitigation Measure/Standard Condition	Implementation Timing	Monitoring Frequency	Responsible Party	Compliance Verification (Date/Initials/ Comments)
			Applicant should regularly assess vegetation to determine whether screening fabric or other alternative temporary measures are necessary. Once vegetation has matured to effectively buffered views to the project site, the Applicant should remove fabric screening in those areas.		
	MM AES-4: The Applicant shall provide visual screening of the existing water utility structure/chain-link fence enclosure on the southeast corner of Hueneme Road and Perkins Road complementary to the screening established with the project.	During project construction and prior to project operation.	Installation occurs during project construction. Visual screening methods should complement the screening established for the project. Applicant should regularly assess screening to ensure it is sufficient and address any degradation.	Applicant	
Implementation of the proposed project could create a source of substantial light or glare, which could affect daytime and/or nighttime views in the area (Threshold AES-5).	SC AES-8: The project must comply with the Outdoor Lighting Code & Guideline: a. Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings. b. All outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the exception of:	Ongoing during project construction and operation.	Lighting installation occurs during project construction. Ongoing compliance with the Outdoor Lighting Code & Guideline is required for the life of the project during the 5-year Special Use Permit, consistent	Applicant	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TEMPORARY OUTDOOR VEHICLE STORAGE
FACILITY PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT**

Impact	Mitigation Measure/Standard Condition	Implementation Timing	Monitoring Frequency	Responsible Party	Compliance Verification (Date/Initials/ Comments)
	i. Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left unshielded provided the fixture has an opaque top to keep light from shining directly up. ii. Luminaires that have a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to one 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque top keep light from shining directly up. c. Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on the abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected.		with the Oxnard City Code.		

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TEMPORARY OUTDOOR VEHICLE STORAGE
FACILITY PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT**

Impact	Mitigation Measure/Standard Condition	Implementation Timing	Monitoring Frequency	Responsible Party	Compliance Verification (Date/Initials/ Comments)
	SC-AES-9: Lighting instruments shall be metal halide, LED, or similar in nature and spectrum (3,000K to 20,000K Correlated Color Temperature).	Ongoing during project construction and operation	Lighting installation occurs during project construction. Maintenance and replacement of lightbulbs consistent with this standard condition is required during the life of the project.	Applicant	
	SC AES-10: Lighting instruments shall be installed so that light does not directly illuminate property outside the project site. Instruments shall not create glare for motorists or pedestrians.	Ongoing during project construction and operation	Lighting installation occurs during project construction. Maintenance and replacement of lightbulbs consistent with this standard condition is required during the life of the project.	Applicant	
5.4 Biological Resources					
The proposed project could have a substantial adverse effect on sensitive or special status biological resources, or riparian habitats, or natural communities (Threshold BIO-1, Threshold BIO-2).	MM BIO-1: To avoid the disturbance of nesting and special-status birds, including raptor species protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGF), activities related to the project including, but not limited to, vegetation removal, ground disturbance, demolition, and construction shall occur outside of the bird breeding season (February 1 through August 31), if practicable.	Conduct survey during project planning or design to allow lead time for mitigation planning and implementation. Report to be provided prior to any ground disturbance. No further action required if surveys are negative, or if habitat can be avoided.	Initial survey and reporting. Conduct monitoring if required to comply with Game Code Section 1600 and/or Sections 401 and 404 of the Clean Water Act.	Applicant	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TEMPORARY OUTDOOR VEHICLE STORAGE
FACILITY PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT**

Impact	Mitigation Measure/Standard Condition	Implementation Timing	Monitoring Frequency	Responsible Party	Compliance Verification (Date/Initials/ Comments)
	If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven (7) days prior to initiation of ground disturbance and vegetation removal activities. The pre-construction nesting bird survey shall be conducted on foot inside the project site, including a 50-foot buffer and in inaccessible areas (e.g., private lands) from afar using binoculars, to the extent practicable. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur inside this buffer until the avian biologist has confirmed that breeding/nesting is complete and the young have fledged the nest. Encroachment into the buffer shall occur only if authorized by the qualified biologist, who shall monitor activities to ensure that nesting birds are not adversely affected.	Comply with Fish and Game Code Section 1600 and/or Sections 401 and 404 of the Clean Water Act if surveys are positive and habitat cannot be avoided. Incorporate measures into construction contracts, as relevant.			

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TEMPORARY OUTDOOR VEHICLE STORAGE
FACILITY PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT**

Impact	Mitigation Measure/Standard Condition	Implementation Timing	Monitoring Frequency	Responsible Party	Compliance Verification (Date/Initials/ Comments)
	In addition, for any construction activities, the applicant shall retain the services of a qualified biologist or environmental resources specialist to conduct sensitive species surveys (including birds and other terrestrial species) of the project site. The environmental resources specialist shall conduct surveys no more than two weeks prior to the approved construction activities to detect any active sensitive species. In the event that any sensitive species are present in or adjacent to the construction area but do not exhibit reproductive behavior and are not within the estimated breeding/reproductive cycle of the subject species, the environmental resources specialist shall implement a resource avoidance program with sufficient buffer areas to ensure adverse impacts to such resources are avoided.				
5.5 CULTURAL AND TRIBAL CULTURAL RESOURCES					
The proposed project could result in a substantial adverse change in the significance of a unique archaeological resource pursuant to state CEQA Guidelines Section 15064.5 (Threshold CTC-2).	MM CUL-1: Archaeological Monitoring. Prior to ground disturbance activities, the Applicant and/or subsequent responsible parties shall retain a Principal Investigator/Archaeologist, meeting the Secretary of the Interior's Standards, and with experience in California prehistoric and historic resources (experience within Ventura County preferred), to complete the following: compose a Cultural Resource Monitoring and Inadvertent Discovery Plan (Plan), manage archaeological monitoring and address any inadvertent discoveries identified during project implementation. The purpose of the Plan is to outline cultural monitoring (archaeological and Native American/Tribal)	A Principal Investigator/Archaeologist shall be retained prior to ground-disturbance activities. Monitoring is ongoing during ground-disturbing activities. Incorporate measure into construction contracts.	Ongoing during ground-disturbing activities.	Applicant	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TEMPORARY OUTDOOR VEHICLE STORAGE
FACILITY PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT**

Impact	Mitigation Measure/Standard Condition	Implementation Timing	Monitoring Frequency	Responsible Party	Compliance Verification (Date/Initials/ Comments)
	protocols and a program of treatment and mitigation in the case of an inadvertent discovery of cultural (archaeological or Native American/Tribal) resources during ground-disturbing phases and to provide for the proper identification, evaluation, treatment, and protection of any cultural resources in accordance with CEQA throughout the duration of the Project. Existence and importance of adherence to this Plan shall be stated on all Project site plans intended for use by those conducting the ground disturbing activities. The Principal Investigator/Archaeologist shall manage archaeological monitoring conducted by archaeological technicians during initial ground disturbances. Initial excavation is defined as initial construction-related earth moving of sediments from their place of deposition. As it pertains to cultural monitoring (archaeological or Native American/Tribal), this definition excludes movement of sediments after they have been initially disturbed or displaced by project-related construction. The retained Principal Investigator/Archaeologist shall oversee and establish monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor shall be responsible for maintaining daily monitoring logs. The requirement for archaeological monitoring shall be noted on all construction plans to ensure implementation. Upon completion of all ground				

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TEMPORARY OUTDOOR VEHICLE STORAGE
FACILITY PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT**

Impact	Mitigation Measure/Standard Condition	Implementation Timing	Monitoring Frequency	Responsible Party	Compliance Verification (Date/Initials/ Comments)
	disturbing activities, an archaeological monitoring report shall be prepared within 30 business days following completion of ground disturbance and submitted to the City for review. This report shall document compliance with approved cultural mitigation, all monitoring efforts, and include an appendix with daily monitoring logs. The final report shall be submitted to the City and the South Central Coastal Information Center.				
	MM-CUL-2: Native American/Tribal Monitoring - Prior to ground disturbance activities, the Applicant and/or subsequent responsible parties shall retain a Native American/Tribal monitor/entity selected from the list of California Native American Tribes (maintained by the NAHC) and that are traditionally and culturally affiliated with the geographic area of the Project site. The Applicant and/or subsequent responsible parties shall make arrangements with the Native American/Tribal monitor/entity to enter into a contract with the intent of securing a total of one Native American/Tribal monitor to be present during initial ground disturbance. Initial ground disturbance is defined as initial construction-related earthmoving of sediments from their place of deposition. As it pertains to cultural resource (archaeological or Native American/Tribal) monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by current Project-related construction. The Plan created in compliance with MM-CUL-1 shall be provided to the Native American/Tribal monitor/entity under contract prior to	A Native American/Tribal Monitor shall be retained prior to ground-disturbance activities. Monitoring is ongoing during ground-disturbing activities. Incorporate measure into construction contracts.	Ongoing during ground-disturbing activities.	Applicant	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TEMPORARY OUTDOOR VEHICLE STORAGE
FACILITY PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT**

Impact	Mitigation Measure/Standard Condition	Implementation Timing	Monitoring Frequency	Responsible Party	Compliance Verification (Date/Initials/ Comments)
	commencement of ground disturbing activities. More than one monitor may be required if multiple areas within the Project site are simultaneously exposed to initial ground disturbance causing monitoring to be hindered by the distance (more than 200 feet apart) of the simultaneous activities.				
5.7 GEOLOGY AND SOILS					
Implementation of the proposed project could result in the risk of loss, injury, or death due to strong seismic ground shaking (Threshold GEO-1b).	MM GEO-1: Prior to issuance of grading permits, the Applicant or designee shall prepare and submit a soils, geologic, and structural evaluation report prepared by a registered soils engineer and/or structural engineer for review and approval by the City of Oxnard Building and Engineering Division. The recommendations in the report shall be implemented during site grading and construction.	Prior to issuance of grading permits	Report must be submitted prior to issuance of grading permits. Recommendations in the report shall be implemented during site grading and construction on an ongoing basis during construction activities.	Applicant Review by City of Oxnard Building and Engineering Division.	
5.9 HAZARDOUS MATERIALS USE, GENERATION, TRANSPORT, OR DISPOSAL					
The proposed project could result in an increased risk of upset associated with the routine use, generation, transport, or disposal of hazardous materials (Threshold HAZ-1).	SC HAZ-1: Prior to issuance of the grading permit, the Applicant shall submit a Safety Plan to the City of Oxnard Fire and Planning Departments. The Safety Plan shall address best management practices to address how vehicles are inspected for leakage and how liquids and vehicle fluids are inspected to ensure release does not occur. The Safety Plan is subject to review and approval by the City of Oxnard Fire and Planning Departments.	Prior to issuance of grading permits	Safety Plan must be submitted prior to issuance of grading permits. Recommendations in the report shall be implemented during project operation on an ongoing basis.	Applicant Review by City of Oxnard Fire and Planning Departments	
5.10 HYDROLOGY AND WATER QUALITY					
The proposed project could cause a violation	SC HYD-1: The Applicant shall design project to minimize degradation of stormwater quality by	During project design.	Stormwater quality calculations and	Applicant	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TEMPORARY OUTDOOR VEHICLE STORAGE
FACILITY PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT**

Impact	Mitigation Measure/Standard Condition	Implementation Timing	Monitoring Frequency	Responsible Party	Compliance Verification (Date/Initials/ Comments)
of any adopted water quality standards or waste discharge requirements (Threshold HYD-1).	complying with the applicable sections of the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system (MS4) permit (Order R4-2010-0108 including all revisions) for new development and redevelopment projects. The Applicant shall submit stormwater quality calculations and associated construction plans demonstrating compliance with the MS4 permit. Calculations shall generally be organized to follow the steps outlined in Chapter 2 of the 2011 Technical Guidance Manual for Stormwater Control Measures (2011 TGM).	Stormwater quality calculations and associated construction plans demonstrating compliance with the MS4 permit must be submitted prior to issuance of building or grading permits (whichever comes first).	associated construction plans demonstrating compliance with the MS4 permit must be submitted prior to issuance of building or grading permits (whichever comes first). Ongoing compliance with the MS4 permit is required during the life of the project.		
	SC HYD-2: The Applicant's stormwater quality calculations shall include site specific analysis and recommendations from a geotechnical engineer, and if applicable, a landscape architect for design and implementation of stormwater treatment and infiltration devices. Geotechnical Engineering analysis and recommendations shall include, but not necessarily be limited to, determination of site-specific soil infiltration rates, depth to permeable soil layers, methods to reach permeable soil layers, appropriate compaction rates, recommendations to enhance infiltration, and other requirements of the 2011 TGM. Landscape architectural recommendations shall include, but not necessarily be limited to, suggestions regarding appropriate vegetation and soil amendments for vegetated infiltration devices. Project plans shall implement approved design recommendations.	Stormwater quality calculations and infiltration plans must be determined during project design. Engineering and architectural recommendations shall be implemented throughout the life of the project.	Stormwater issues will be addressed during project design. Ongoing compliance with the 2011 Technical Guidance Manual for Stormwater Control Measures is required throughout the life of the project.	Applicant Recommendations required from a geotechnical engineer, and if applicable, a landscape architect	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TEMPORARY OUTDOOR VEHICLE STORAGE
FACILITY PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT**

Impact	Mitigation Measure/Standard Condition	Implementation Timing	Monitoring Frequency	Responsible Party	Compliance Verification (Date/Initials/ Comments)
	SC HYD-3: Using forms provided by the Development Services Division, the Applicant shall submit a stormwater quality control measures maintenance and operations plan (the Plan) for this project. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, the Applicant shall provide proof of a contract with an entity qualified to provide such periodic maintenance. The property owner is responsible for the long-term maintenance and operation of all BMPs included in the project design. Upon request by the City, property owner shall provide written proof of ongoing BMP maintenance operations. No grading or building permit shall be issued until the Development Services Manager approves the Plan and the Applicant provides an executed copy of the City's stormwater covenant with the Plan included as an exhibit for recordation by the City.	During project design and prior to issuance of grading and building permits (whichever comes first).	Ongoing long-term maintenance and operation of all BMPs included in the project design. Upon request by the City, property owner shall provide written proof of ongoing BMP maintenance operations.	Applicant The property owner is responsible for the long-term maintenance and operation of all BMPs included in the project design.	
	SC HYD-4: The Applicant shall install 'Full Capture System Devices' (Devices) certified by the State Water Resources Control Board Executive Director in compliance with the Statewide Trash Amendments (Amendments) in all catch basins accepting stormwater runoff from any portion of this project that meets the definition of 'Priority Land Use' as defined by the Amendments at the time of issuance of a grading/site improvement permit. The Devices shall be sized and designed in accordance with requirements of the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measures (TGM).	Installation occurs once during project construction.	Ongoing maintenance as needed to ensure the system is sufficient.	Applicant	

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE TEMPORARY OUTDOOR VEHICLE STORAGE
FACILITY PROJECT
FINAL ENVIRONMENTAL IMPACT REPORT**

Impact	Mitigation Measure/Standard Condition	Implementation Timing	Monitoring Frequency	Responsible Party	Compliance Verification (Date/Initials/ Comments)
5.17 POLICE PROTECTION					
The proposed project could increase the demand for police protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects (Threshold PP-1) .	MM PP-1: Prior to construction, the Applicant shall prepare a Traffic Control Plan for implementation during the construction phase, as deemed necessary by the City Traffic Engineer. The Plan may include the following provisions, among others: - At least one unobstructed lane shall be maintained in both directions on the following surrounding roadways: Hueneme Road and Perkins Road. - At any time only a single lane is available, the Applicant shall provide a temporary traffic signal, signal carriers (i.e., flag persons), or other appropriate traffic controls to allow travel in both directions. - If construction activities require the complete closure of a roadway segment, the Applicant shall provide appropriate signage indicating detours/alternative routes.	Traffic Control Plan must be developed prior to construction, and must be implemented during project construction.	Ongoing implementation during project construction. No action required during project operation.	Applicant Review by City Traffic Engineer required.	

Attachment:

H. Draft Planning Commission Resolution Approving Planning and Zoning
Permit No. 18-500-02 (Special Use Permit)

RESOLUTION NO. 2022 - XX

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF OXNARD APPROVING PLANNING AND ZONING PERMIT NO. 18-500-02 (SPECIAL USE PERMIT) TO ALLOW FOR THE CONSTRUCTION OF A TEMPORARY OUTDOOR VEHICLE STORAGE FACILITY WITH A MOBILE GUARDHOUSE/OFFICE, PORTABLE RESTROOM, PORTABLE LIGHT FIXTURES, DRAINAGE IMPROVEMENTS, CAPACITY FOR 4,944 VEHICLES ON A GRAVEL SURFACE, LANDSCAPING AND FENCING ON TWO LOTS (FOR A TOTAL OF APPROXIMATELY 34 ACRES), LOCATED AT THE SOUTHEAST CORNER OF HUENEME ROAD AND PERKINS ROAD, AND BOUNDED BY HUENEME ROAD TO THE NORTH, URBAN DEVELOPMENT TO THE EAST, THE UNION PACIFIC RAILROAD TO THE SOUTH, AND THE ADVANCED WATER PURIFICATION FACILITY AND PERKINS ROAD TO THE WEST (APN'S 231-0-092-105, AND 231-0-092-245). FILED BY APPLICANT CHRISTINA BIRDSEY, 333 PONOMA STREET, PORT HUENEME, CALIFORNIA 93044-0608 ON BEHALF OF PROPERTY OWNER A&J OXNARD LLC, 18980 VENTURA BOULEVARD, UNIT 200, TARZANA, CALIFORNIA 91356.

WHEREAS, on March 29, 2018, Christening Birdsey (the **“Applicant”** and/or **“Permittee”**) submitted a request to approve Planning and Zoning Permit No. 18–500-02 (Special Use Permit) to construct a temporary outdoor vehicle storage facility with a mobile guardhouse/office, portable restroom, portable light fixtures, drainage improvements, capacity for 4,944 vehicles on a gravel surface, landscaping and fencing on two lots (for a total of approximately 34 acres), located a the southeast corner of Hueneme Road and Perkins Road, and bounded by Hueneme Road to the north, urban development to the east, the Union Pacific Railroad to the south, and the Advanced Water Purification Facility and Perkins Road to the west (APNs: 231-0-092-105 and 231-0-092-245) (the **“Project”**); and

WHEREAS, the the City of Oxnard as the Lead Agency, has prepared an EIR (State Clearinghouse No. 2020069039) in accordance with the requirements of the California Environmental Quality Act (CEQA, Public resources Code § 21000, et seq.), the regulations promulgated thereunder (14 California Code of Regulations, §15000, et seq., CEQA Guidelines), and the City’s Environmental Review Guidelines; and

WHEREAS, on October 20, 2022, the Planning Commission of the City of Oxnard (**“Planning Commission”**) conducted a duly noticed public hearing, and received and reviewed all written and oral evidence related to the proposed Project, in accordance with Sections 16-536 and 16-651 of the Oxnard City Code (OCC) and considered the Certification of Final Environmental Impact Report (Final EIR) No. 22-01 pursuant to the California Environmental Quality Act (CEQA); and

WHEREAS, on October 20, 2022, the Planning Commission certified Final EIR No. 22-01 pursuant to the CEQA for approval of the Project and found that the Final EIR was completed in compliance with CEQA and reflects the independent judgment of the City; and

WHEREAS, Sections 16-536 and 16-651 of the OCC authorize the Planning Commission to approve a Special Use Permit; and

WHEREAS, the Planning Commission finds, after due study, deliberation and public hearing, that the project meets the criteria set out in Sections 16-536 and 16-651 of the OCC; and

WHEREAS, the Project has been reviewed by the Development Advisory Committee (DAC) and the DAC has prepared conditions of approval that are incorporated within the recommended permits; and

WHEREAS, the Planning Commission finds that the Project conforms to the City of Oxnard 2030 General Plan elements thereof and the Oxnard City Code for the reasons set forth in the Planning Commission Staff Report; and

WHEREAS, the Planning Commission finds after due study and deliberation that the applicant agrees with the necessity of and accepts all elements, requirements, and conditions of this Resolution as being a reasonable manner of preserving, protecting, providing for, and fostering the health, safety, and welfare of the citizenry in general and the persons who work, visit or live in this development in particular.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF OXNARD:

SECTION 1. Based on the entire record before the Planning Commission and all written and oral evidence presented, including the Special Use Permit Staff Report and all attachments thereto, the Planning Commission finds:

1. The proposed use is in conformance with the General Plan and other adopted policies of the City of Oxnard.

The Project site has 2030 General Plan land use designations of Industrial Limited (ILT) and Park (PRK) and a zoning designation of Light Manufacturing with Planned Development Additive Zone (M-1-PD). The proposed project includes the development of temporary structures for temporary vehicle storage. Given the temporary use of the site for outdoor vehicle storage for a maximum of five years and that the proposed project does not include permanent structures, the proposed project does not preclude future development for park land or other industrial land uses. As discussed in detail in the Planning Commission Staff Report (Sections 6 b, c, Attachment D, and Attachment E) the Project, as designed and conditioned, meets all applicable development standards. Therefore, the proposed project is in compliance with the 2030 General Plan and other adopted policies of the City of Oxnard and meets this Finding.

2. The nature, condition and development of adjacent uses, buildings and structures shall be considered, and no proposed Special Use Permit shall be granted if the approval body finds such use will adversely affect or be materially

detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.

As described in the Staff Report, pursuant to the 2030 General Plan land use designation of Industrial Limited (ILT) and Park (PRK) and the zoning designation of Light Manufacturing with Planned Development Additive Zone (M-1-PD), the proposed use of the project site as a temporary vehicle storage facility, is an allowed use, subject to a Special Use Permit (OCC §16-163). The surrounding uses are characterized by light industrial, commercial, and residential uses, which are predominantly light industrial facilities (commercial trucking facility, Advanced Water Purification Facility), commercial shopping centers, a four lane road (Hueneme Road), single-family residences, railroad tracks and open space. Construction activities, anticipated uses, and development design will be subject to standard construction requirements of the Building, Fire, and Traffic Codes. Therefore, the proposed use and improvements, as conditioned, will not adversely affect or be materially detrimental to the adjacent uses, buildings or structures or to the public health, safety or general welfare.

- 3. The site that is subject to the Special Use Permit shall be adequate in size and shape to accommodate the yards, walls, fences, parking and loading facilities, landscaping, and items which may be required by Section 16-532 (Conditions).**

As described in the Staff Report, the project as designed and conditioned meets the development standards of the Light Manufacturing with Planned Development Additive Zone (M-1-PD) zone as described above in Finding Section 1(1). Pursuant to the Zoning Code, the Project has been designed to be consistent with the maximum building height, front, side and rear setbacks, and lot coverage. As detailed in the Staff report, the project site is approximately 34 acres which is adequate to accommodate the required 12 employee parking spaces and the required 30-foot landscape buffer along Hueneme Road. As such, the subject site is adequate in terms of size and as developed the development meets or exceeds City's design standards.

- 4. The site that is subject to the Special Use Permit shall be served by highways adequate in width and improved as necessary to carry the kind and quantity of traffic such use will generate.**

As described in the Staff Report, the project site will include two driveways for vehicular access from Perkins Road and one driveway for emergency vehicle only access from Hueneme Road. The proposed driveway access would provide sufficient access to the site and would allow for adequate circulation around the site. As described in the EIR, the project will have less than significant impacts to the City roadway network and roadway improvements are not required as a result of the project. Therefore, the site has sufficient access to streets and highways that are adequate in size and existing intersections adjacent to the project site will operate at acceptable levels of service.

5. The site that is subject to the Special Use Permit shall be provided with adequate sewerage, water, fire protection and storm drainage facilities.

As described in the Staff Report, the project includes a portable restroom that will be serviced as needed by a waste-services provider. The project also includes a temporary guardhouse/office building that does not require water. The site will include two driveways for vehicular access from Perkins Road and one driveway for emergency vehicle only access from Hueneme Road. The proposed Project includes drainage improvements along the southeastern side of the site. Furthermore, the Project was reviewed by the Development Advisory Committee for adequate utilities and services. In accordance with the Stormwater Quality Conditions of this Resolution, the Project's design will comply with stormwater control measures as required by the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit. The Project is consistent with the level of development identified under the General Plan and Oxnard City Code, and therefore is within the anticipated level of development. The project is not anticipated to result in any significant impacts to utilities and public services. Therefore, the site for the proposed use will be provided with adequate sewage, water, fire protection and storm drainage facilities.

SECTION 2. The Planning Commission, in accordance with the California Environmental Quality Act (CEQA), determines that after implementation of standard conditions and mitigation measures identified in the Final EIR, all potentially significant impacts associated with the proposed project would be reduced to less than significant levels. The Planning & Environmental Services Manager is hereby authorized to file a Notice of Determination with the Ventura County Clerk pursuant to Section 15094 of the State CEQA Guidelines within five (5) working days of passage, approval and adoption of this Resolution.

SECTION 3. Based on the findings set forth herein and the Staff Report and all attachments thereto, the Planning Commission hereby approves Planning and Zoning Permit No. 18-500-02 (Special Use Permit), subject to the attached conditions of approval.

SECTION 4. The decision of the Planning Commission shall be final unless an appeal of the action is filed in accordance with the provisions of Section 16-545 of the Oxnard City Code.

SECTION 5. The Secretary shall certify the adoption of this Resolution.

CONDITIONS OF APPROVAL

Note: The abbreviations below identify the City department or division responsible for determining compliance with these standard conditions. The first department or division listed has responsibility for compliance at plan check, the second during inspection and the third at final inspection, prior to issuance of a certificate of occupancy, or at a later date, as specified in the condition. If more than one department or division is listed, the first will check the plans or inspect the project

before the second confirms compliance with the condition. The italicized code at the end of each condition provides internal information on the source of each condition: Some are standard permit conditions (e.g. *G-1*) while some are taken from environmental documents (e.g. *MND-S2*).

DEPARTMENTS AND DIVISIONS			
CA	City Attorney	PL	Planning
DS	Dev Services/Eng Dev/Inspectors	TR	Traffic
PD	Police	B	Building Plan Checker
SC	Source Control	FD	Fire
PK	Landscape Design	CE	Code Enforcement

GENERAL PROJECT CONDITIONS

1. This permit is granted for the property described in the application on file with the Planning Division, and may not be transferred from one property to another. (PL, *G-1*).
2. This permit is granted for the plans dated October 20, 2022, (“the plans”) on file with the Planning Division. The project shall conform to the plans, except as otherwise specified in these conditions, or unless a minor modification to the plans is approved by the Planning and Environmental Services Manager (“Planning Manager”) or a major modification to the plans is approved by the Planning Commission. A minor modification may be granted for minimal changes or increases in the extent of use or size of structures or of the design, materials or colors of structures or masonry walls. A major modification shall be required for substantial changes or increases in such items. (PL, *G-2*)
3. This permit shall automatically become null and void 36 months from the date of its issuance, unless Developer has diligently developed the proposed project, as shown by the issuance of a grading, foundation, or building permit and the construction of substantial improvements. (PL, *G-3*)
4. All required off-site and on-site improvements for the project, including structures, paving, and landscaping, shall be completed prior to occupancy unless the Development Services Manager allows the Developer to provide security or an executed agreement approved by the City Attorney to ensure completion of such improvements. (DS, *G-4*)
5. By commencing any activity related to the project or using any structure authorized by this permit, Developer accepts all of the conditions and obligations imposed by this permit and waives any challenge to the validity of the conditions and obligations stated therein. (CA, *G-5*)

6. Developer agrees, as a condition of adoption of this resolution, at Developer's own expense, to indemnify, defend and hold harmless the City and its agents, officers and employees from and against any claim, action or proceeding to attack, review, set aside, void or annul the approval of the resolution or any condition attached thereto or any proceedings, acts or determinations taken, done or made prior to the approval of such resolution that were part of the approval process. (CA, G-6)
7. Any covenants, conditions, and restrictions (CC&Rs) applicable to the project property shall be consistent with the terms of this permit and the City Code. If there is a conflict between the CC&Rs and the City Code or this permit, the City Code or this permit shall prevail. (CA, G-7)
8. Developer shall complete the "Notice of Land Use Restrictions and Conditions" form, using the form provided by the City, for recording with the Ventura County Recorder. Before the City issues building permits, Developer shall submit the original completed, signed and notarized document, together with the required fees to the Planning Manager. (PL, G-8)
9. Developer shall provide off-street parking for the project, including the number of spaces, stall size, paving, striping, location, and access, as required by the City Code. (PL/B, G-9)
10. Before placing or constructing any signs on the project property, Developer shall obtain a sign permit from the City. Except as provided in the sign permit, Developer may not change any signs on the project property. (PL/B, G-10)
11. Developer shall obtain a building permit for any new construction or modifications to structures, including interior modifications, authorized by this permit. (B, G-11)
12. Developer shall not permit any combustible refuse or other flammable materials to be burned on the project property. (FD, G-12)
13. Developer shall not permit any materials classified as flammable, combustible, radioactive, carcinogenic or otherwise potentially hazardous to human health to be handled, stored or used on the project property, except as provided in a permit issued by the Fire Chief. (FD, G-13)
14. If Developer, owner or tenant fails to comply with any of the conditions of this permit, the Developer, owner or tenant shall be subject to a civil fine pursuant to the City Code. (CA, G-14)
15. Prior to issuance of building permits, Developer shall correct all violations of the City Code existing on the project property for which the Code Compliance Division has open cases. (PL, G-15).

LANDSCAPE CONDITIONS

16. Prior to submittal of landscape and irrigation plans, Developer shall obtain approval of the Planning Manager or designee of a plan showing on the project property all existing trees and identifying the trees to be saved, transplanted or removed. (PK, *PK-1*)
17. Prior to issuance of building permits or the proposed use is initiated, whichever comes first, Developer shall submit two copies of landscape and irrigation plans, along with the appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. (PK/DS, *PK-2*)
18. Prior to issuance of a certificate of occupancy, Developer shall install landscape and automatic irrigation systems that have been approved by the Parks and Facilities Superintendent. (PK, *PK-3*)
19. Developer shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by this permit. Failure of Developer to do so may result in the revocation of this permit and initiation of legal proceedings against Developer to ensue compliance (PK, *PK-4*)
20. Prior to the issuance of City issues a certificate of occupancy, Developer shall provide a watering schedule to the building owner or manager and to Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (PK, *PK-5*)
21. All trees planted or placed on the property by Developer shall be at least 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by this permit. (PK, *PK-6*)
22. At the time of landscape plan check submittal, the landscape planting and irrigation plans shall comply with the current title 23 Model Water Efficient Landscape Ordinance (MWELO). (PK, *PK-7.1*)
23. Developer shall install an irrigation system that includes a water sensor shut off device as a water conservation measure. (PK, *PK-22*)
24. At time of submittal to the Building and Engineering Division for plan check, Developer's Landscape Architect or Architect shall provide the City with written confirmation that they have reviewed the civil engineering construction drawings and that the NPDES requirements are not in conflict with meeting the City's landscape requirements. (PK, *PK-23*)
25. Developer shall include a note on the Landscape Plans submitted to the Building and Engineering Division for a building permit that "all landscaping and irrigation comply with Ordinance No. 2822, which adopted the City of Oxnard Landscape Water Conservation Standards, and applicable water conservation requirements of the State of California". (PK, *PK-24*)

26. At the time of Plan Check submittal, the landscape plans shall contain an exhibit titled “Tree Tabulation Chart”. The Tree Tabulation Chart shall contain a listing of all existing trees on site and shall refer to them by number as identified in the Arborist’s Tree Report. The Tree Tabulation Chart shall clearly list all trees to remain, be removed or transplanted. The Chart shall contain the Arborist’s economic appraisal value of each tree(s) removed as well as computations and calculations showing how the value of the removed tree(s) was put back into new tree sizes for the project that are in addition to meeting the City’s minimum tree size of 24” box. (PK)
27. Consistent with the City Council Resolution 15,569 which declared a continuance of the Stage 2 water shortage condition within the City of Oxnard, the project is required to implement and maintain the mandatory water conservation requirements for as long as City Council Resolution 15,569 is in effect or is amended/replaced by the City of Oxnard.

PLANNING DIVISION CONDITIONS

28. Plans submitted by Developer with building permit applications shall show on the building elevation sheets all exterior building materials and colors, including product and finish manufacturer name, color name and number, and surface finish type (such as: stucco with sand finish, plaster with smooth finish) to be used in construction. (PL/B, PL-1)
29. Any application for a minor modification to the project shall be accompanied by four copies of plans reflecting the requested modification, together with applicable processing fees. (PL, PL-2)
30. Before the City issues building permits, Developer shall include a reproduction of all conditions of this permit as adopted by resolution of the Planning Commission and/or the City Council in all sets of construction documents and specifications for the project. (PL, PL-3)
31. Before the City issues building permits, Developer shall provide to the Planning Division Manager color photographic reductions (8 1/2” by 11”) of full-size colored elevations and any other colored exhibit approved by the Planning Commission. Developer may retain the full-size colored elevations after the reductions are so provided. (PL, PL-4)
32. Developer may not modify any use approved by this permit unless the Planning Division Manager determines that Developer has provided the parking required by the City Code for the modified use. (PL, PL-7)
33. During the plan check review process, the Developer shall provide a lighting plan that provides design details (light standards, bollards, wall mounted packs, etc.) and illumination site information within alleyways, pathways, streetscapes, and open spaces proposed throughout the development. An electrical engineer shall prepare the site lighting plan demonstrating that adequate lighting ranges will be provided throughout the development without creating light spillover, light pollution, or conflicts with surrounding factors such as tree locations, off-site or adjacent lighting. (PL)

34. Prior to issuance of building permits, Developer shall demonstrate that light standards illustrated on conceptual lighting plan do not conflict with tree locations. Developer shall submit a plan showing both the lighting and landscape on the same sheet.
35. Project on-site lighting shall be of a type and in a location that does not constitute a hazard to vehicular traffic, either on private property or on adjoining streets. To prevent damage from vehicles, standards in parking areas shall be mounted on reinforced concrete pedestals or otherwise protected. Developer shall recess or conceal under-canopy lighting elements so as not to be directly visible from a public street. Developer shall submit a lighting plan showing standard heights and light materials for design review and approval of the Planning Division Manager. (PL/B, *PL-8*)
36. In order to minimize light and glare on the project property, all parking lot and exterior structure light fixtures shall be high cut-off type that divert lighting downward onto the property and shall not cast light on any adjacent property or roadway. (PL, *PL-9*)
37. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities. (B/DS, *PL-11*)
38. During construction, Developer shall control dust by the following activities:
 - a. All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code section 23114, with special attention to sub sections 23114(b)(2)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
 - b. All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (B/DS, *PL-12*)
39. Developer shall provide for dust control at all times during project property preparation and construction activities. (B/DS, *PL-13*)
40. Developer agrees to participate in a water conservation program that includes refitting water fixtures existing on the project property with water conserving devices within residences or businesses in the City's water service area, if such a program is in effect when building permits are issued for this project. Among the requirements of such a program might be refitting existing toilets, faucets, shower heads, landscaping irrigation or other fixtures and items that consume water within the structure. (PL, *PL-14*)
41. Because of water limitations placed upon the City by its water providers, approval of this permit does not guarantee that the City will issue building permits. Issuance of building

permits may be delayed as a result of implementation of a water conservation or allocation plan. (PL, *PL-15*)

42. Prior to issuance of building permits, Developer shall pay a document imaging fee for the planning files in an amount calculated by planning staff at the time of building permit review based on fees then in effect. (PL/B, *PL-16*)
43. Developer shall participate in the City's Public Art Program by paying the Public Art fee prior to issuance of building permits, in accordance with City Council Resolution No. 14,124. (PL, *PL-50*)
44. For any exterior utility meter panels, Developer shall paint such panels to match the structure upon which it is located. Such panels shall be located to take advantage of screening (e.g. landscaping or other building elements) from public right-of-ways, to the maximum extent feasible. (PL, *PL-43*)
45. Prior to issuance of a certificate of occupancy, Developer shall remove all construction materials and vehicles from the subject property. (PL/B, *PL-47*)
46. Developer shall remove any and all graffiti from the project premises, within 24 hours of its appearance. The surface of such affected areas shall be matched to blend in with the underlying colors and/or design, and shall not look like a paint patch. (PL)
47. Before the City issues building permits, Developer shall provide a Graffiti Deterrent Plan, subject to approval of the Planning Division Manager. The plan shall include such elements as clear film on windows and/or mirrors, as well as washable paint and sealers on the building and perimeter walls. (PL)
48. Developer shall ensure that all construction equipment is maintained and tuned to recommended manufacturer's specifications. (MND, C-1)
49. At all times during construction activities, Developer shall minimize the area disturbed by clearing, grading, earth moving, or excavation operations to prevent excessive amounts of dust. (MND, C-2)
50. During construction, Developer shall water the area to be graded or excavated prior to commencement of grading or excavation operations. Such application of water shall be at least twice per day and shall penetrate sufficiently to minimize fugitive dust during grading activities. (MND, C-3)
51. During construction, Developer shall control dust by the following activities:
 - a. All trucks hauling graded or excavated material offsite shall be required to cover their loads as required by California Vehicle Code §23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.

- b. All graded and excavated material, exposed soils areas, and active portions of the construction site, including unpaved onsite roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible. (MND, C-4)
- 52. During construction, Developer shall post and maintain onsite signs, in highly visible areas, restricting all vehicular traffic to 15 miles per hour or less. (MND, C-5)
- 53. During periods of high winds (i.e. wind speed sufficient to cause fugitive dust to impact adjacent properties), Developer shall cease all clearing, grading, earth moving, and excavation operations to prevent fugitive dust from being a nuisance or creating a hazard, either onsite or offsite. (MND, C-6)
- 54. The Permittee shall comply with the provisions of applicable VCAPCD Rules and Regulations, which include but are not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), Rule 55 (Fugitive Dust), and Rule 55.1 (Removal of Visible Roadway Accumulations). (MND, C-7)
- 55. Developer shall mitigate air quality emissions associated with development of the subject site through a contribution to the City's Transportation Demand Management (TDM) program. Such fee shall be calculated at the time of building permit issuance in accordance with the Ventura County Air Quality Assessment Guidelines, as amended. Such fee shall be collected in full prior to building permit issuance. (MND, C-9)
- 56. Prior to grading permit approval, Developer shall include on the grading plans a reproduction of all conditions of this permit pertaining to dust control requirements. (PL)
- 57. The proposed vehicle storage use shall be granted for a time period not to exceed five years from the date of Final Inspection and commencement of the approved use. Upon the expiration of the five (5) year period the site shall be returned to its existing condition within ninety (90) days as follows:
 - a. The facility may be used to store vehicles only after final Building Permit approval. All vehicles shall be removed from the site no later than five years from the Final Building Permit Inspection.
 - b. The site shall be returned to its existing condition (the condition prior to development) subject to the required City permits and a plan to be reviewed and approved by the Community Development Director with the following conditions: the drainage improvements, landscaping, and fencing shall remain on the site and be maintained by the property owner. The ninety (90) day period may be extended by the Community Development Director for good cause for a period not to exceed an additional ninety (90) days.

58. Applicant shall submit payment for all outstanding discretionary permit and environmental processing fees associated with the development project. Funds shall be deposited prior to issuance of a grading permit. (PL).
59. Applicant shall deposit \$5,000.00 for mitigation monitoring and reporting associated with the development project, PZ 18-500-02. Such funds shall be deposited prior to issuance of a grading permit. Additional funds may be required throughout the life of the permit as needed for cost recovery related to environmental monitoring. Any additional required funds shall be requested in writing by the Community Development Director and shall be deposited within 10 days of written notification. (PL)

PLANNING ENVIRONMENTAL IMPACT REPORT MITIGATION MEASURES AND CONDITIONS

60. Prior to the issuance of building permits, the Applicant shall submit two copies of landscape and irrigation plans, along with appropriate permit application and fees, to the Development Services Division and obtain approval of such plans. (SC AES-1)
61. Prior to the issuance of a certificate of occupancy, the Applicant shall install landscape and automatic irrigation systems. (SC AES-2)
62. Prior to the issuance of a certificate of occupancy, the Applicant shall provide a watering schedule to the site manager and to the Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods. (SC AES-3)
63. The Applicant shall install an irrigation system that includes a water sensor shut-off device as a water conservation measure. (SC AES-4)
64. All trees planted or placed on the property by the Applicant shall be a minimum of 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by the Special Use Permit. (SC AES-5)
65. The Applicant shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by Special Use Permit for the life of the project. Failure of the Applicant to do so may result in the revocation of this permit and initiation of legal proceedings against Applicant to ensure compliance. (SC AES-6)
66. The Applicant agrees that the project has aesthetic impacts arising from conversion of undeveloped land to developed land, which the landscaping improvements for the project are intended to mitigate. The Applicant further agrees that the landscaping improvements must be maintained for the life of the permit in order to continue to mitigate such impacts. (SC AES-7)
67. The Applicant shall install chain-link fencing with top and bottom rails to provide support for plants. (MM AES-1)

68. In locations where chain-link gates are proposed and plants cannot grow, the Applicant shall install either privacy slats on the chain-link gates or solid gates to block views onto the site. (MM AES-2)
69. Prior to vegetation maturation that effectively buffers views onto the project site, the Applicant shall install screening fabric on the chainlink fencing or other alternative temporary measures approved by the City to fill gaps in the vegetation. (MM AES-3)
70. The Applicant shall provide visual screening of the existing water utility structure/chain-link fence enclosure on the southeast corner of Hueneme Road and Perkins Road complementary to the screening established with the project. (MM AES-4)
71. The project must comply with the Outdoor Lighting Code & Guideline:
 - a. Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings.
 - b. All outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the exception of:
 - i. Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left unshielded provided the fixture has an opaque top to keep light from shining directly up.
 - ii. Luminaires that have a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to one 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque top keep light from shining directly up.
 - c. Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on the abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected. (SC AES-8)
72. Lighting instruments shall be metal halide, LED, or similar in nature and spectrum (3,000K to 20,000K Correlated Color Temperature). (SC AES-9)
73. Lighting instruments shall be installed so that light does not directly illuminate property outside the project site. Instruments shall not create glare for motorists or pedestrians. (SC AES-10)
74. To avoid the disturbance of nesting and special-status birds, including raptor species protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGF), activities related to the project including, but not limited to, vegetation removal,

ground disturbance, demolition, and construction shall occur outside of the bird breeding season (February 1 through August 31), if practicable.

If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven (7) days prior to initiation of ground disturbance and vegetation removal activities.

The pre-construction nesting bird survey shall be conducted on foot inside the project site, including a 50-foot buffer and in inaccessible areas (e.g., private lands) from afar using binoculars, to the extent practicable. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California.

If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur inside this buffer until the avian biologist has confirmed that breeding/nesting is complete and the young have fledged the nest. Encroachment into the buffer shall occur only if authorized by the qualified biologist, who shall monitor activities to ensure that nesting birds are not adversely affected.

In addition, for any construction activities, the applicant shall retain the services of a qualified biologist or environmental resources specialist to conduct sensitive species surveys (including birds and other terrestrial species) of the project site. The environmental resources specialist shall conduct surveys no more than two weeks prior to the approved construction activities to detect any active sensitive species. In the event that any sensitive species are present in or adjacent to the construction area but do not exhibit reproductive behavior and are not within the estimated breeding/reproductive cycle of the subject species, the environmental resources specialist shall implement a resource avoidance program with sufficient buffer areas to ensure adverse impacts to such resources are avoided. (MM BIO-1)

75. Archaeological Monitoring. Prior to ground disturbance activities, the Applicant and/or subsequent responsible parties shall retain a Principal Investigator/Archaeologist, meeting the Secretary of the Interior's Standards, and with experience in California prehistoric and historic resources (experience within Ventura County preferred), to complete the following: compose a Cultural Resource Monitoring and Inadvertent Discovery Plan (Plan), manage archaeological monitoring and address any inadvertent discoveries identified during project implementation. The purpose of the Plan is to outline cultural monitoring (archaeological and Native American/Tribal) protocols and a program of treatment and mitigation in the case of an inadvertent discovery of cultural (archaeological or Native American/Tribal) resources during ground-disturbing phases and to provide for the proper identification, evaluation, treatment, and protection of any cultural resources in accordance with CEQA throughout the duration of the Project. Existence and importance of adherence to this Plan

shall be stated on all Project site plans intended for use by those conducting the ground disturbing activities.

The Principal Investigator/Archaeologist shall manage archaeological monitoring conducted by archaeological technicians during initial ground disturbances. Initial excavation is defined as initial construction-related earth moving of sediments from their place of deposition. As it pertains to cultural monitoring (archaeological or Native American/Tribal), this definition excludes movement of sediments after they have been initially disturbed or displaced by project-related construction. The retained Principal Investigator/Archaeologist shall oversee and establish monitoring efforts as needed (increase, decrease, or discontinue monitoring frequency) based on the observed potential for construction activities to encounter cultural deposits or material. The archaeological monitor shall be responsible for maintaining daily monitoring logs. The requirement for archaeological monitoring shall be noted on all construction plans to ensure implementation. Upon completion of all ground disturbing activities, an archaeological monitoring report shall be prepared within 30 business days following completion of ground disturbance and submitted to the City for review. This report shall document compliance with approved cultural mitigation, all monitoring efforts, and include an appendix with daily monitoring logs. The final report shall be submitted to the City and the South Central Coastal Information Center. (MM CUL-1)

76. Native American/Tribal Monitoring - Prior to ground disturbance activities, the Applicant and/or subsequent responsible parties shall retain a Native American/Tribal monitor/entity selected from the list of California Native American Tribes (maintained by the NAHC) and that are traditionally and culturally affiliated with the geographic area of the Project site. The Applicant and/or subsequent responsible parties shall make arrangements with the Native American/Tribal monitor/entity to enter into a contract with the intent of securing a total of one Native American/Tribal monitor to be present during initial ground disturbance. Initial ground disturbance is defined as initial construction-related earthmoving of sediments from their place of deposition. As it pertains to cultural resource (archaeological or Native American/Tribal) monitoring, this definition excludes movement of sediments after they have been initially disturbed or displaced by current Project-related construction. The Plan created in compliance with MM-CUL-1 shall be provided to the Native American/Tribal monitor/entity under contract prior to commencement of ground disturbing activities. More than one monitor may be required if multiple areas within the Project site are simultaneously exposed to initial ground disturbance causing monitoring to be hindered by the distance (more than 200 feet apart) of the simultaneous activities. (MM CUL-2)
77. Prior to issuance of grading permits, the Applicant or designee shall prepare and submit a soils, geologic, and structural evaluation report prepared by a registered soils engineer and/or structural engineer for review and approval by the City of Oxnard Building and Engineering Division. The recommendations in the report shall be implemented during site grading and construction. (MM GEO-1)
78. Prior to issuance of the grading permit, the Applicant shall submit a Safety Plan to the City of Oxnard Fire and Planning Departments. The Safety Plan shall address best management

practices to address how vehicles are inspected for leakage and how liquids and vehicle fluids are inspected to ensure release does not occur. The Safety Plan is subject to review and approval by the City of Oxnard Fire and Planning Departments. (SC HAZ-1)

79. The Applicant shall design the project to minimize degradation of stormwater quality by complying with the applicable sections of the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system (MS4) permit (Order R4-2010-0108 including all revisions) for new development and redevelopment projects. The Applicant shall submit stormwater quality calculations and associated construction plans demonstrating compliance with the MS4 permit. Calculations shall generally be organized to follow the steps outlined in Chapter 2 of the 2011 Technical Guidance Manual for Stormwater Control Measures (2011 TGM). (SC HYD-1)
80. The Applicant's stormwater quality calculations shall include site specific analysis and recommendations from a geotechnical engineer, and if applicable, a landscape architect for design and implementation of stormwater treatment and infiltration devices. Geotechnical Engineering analysis and recommendations shall include, but not necessarily be limited to, determination of sitespecific soil infiltration rates, depth to permeable soil layers, methods to reach permeable soil layers, appropriate compaction rates, recommendations to enhance infiltration, and other requirements of the 2011 TGM. Landscape architectural recommendations shall include, but not necessarily be limited to, suggestions regarding appropriate vegetation and soil amendments for vegetated infiltration devices. Project plans shall implement approved design recommendations. (SC HYD-2)
81. Using forms provided by the Development Services Division, the Applicant shall submit a stormwater quality control measures maintenance and operations plan (the Plan) for this project. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, the Applicant shall provide proof of a contract with an entity qualified to provide such periodic maintenance. The property owner is responsible for the long-term maintenance and operation of all BMPs included in the project design. Upon request by the City, property owner shall provide written proof of ongoing BMP maintenance operations. No grading or building permit shall be issued until the Development Services Manager approves the Plan and the Applicant provides an executed copy of the City's stormwater covenant with the Plan included as an exhibit for recordation by the City. (SC HYD-3)
82. The Applicant shall install 'Full Capture System Devices' (Devices) certified by the State Water Resources Control Board Executive Director in compliance with the Statewide Trash Amendments (Amendments) in all catch basins accepting stormwater runoff from any portion of this project that meets the definition of 'Priority Land Use' as defined by the Amendments at the time of issuance of a grading/site improvement permit. The Devices shall be sized and designed in accordance with requirements of the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measures (TGM). (SC HYD-4)

83. Prior to construction, the Applicant shall prepare a Traffic Control Plan for implementation during the construction phase, as deemed necessary by the City Traffic Engineer. The Plan may include the following provisions, among others:
- a. At least one unobstructed lane shall be maintained in both directions on the following surrounding roadways: Hueneme Road and Perkins Road.
 - b. At any time only a single lane is available, the Applicant shall provide a temporary traffic signal, signal carriers (i.e., flag persons), or other appropriate traffic controls to allow travel in both directions.
 - c. If construction activities require the complete closure of a roadway segment, the Applicant shall provide appropriate signage indicating detours/alternative routes. (MM PP-1)

POLICE DEPARTMENT CONDITIONS

84. Light poles shall be no taller than 26-feet tall. Gas, propane or other hydrocarbon powered generators are not allowed to power the lighting instruments.
85. Lighting on the site shall follow the perimeter fencing but shall not create “light trespass” off the project area or glare to traffic on adjacent streets. The lighting instruments shall illuminate a corridor that follows the fence-line on the interior perimeter between 1 and 7-foot candles and shall be in operation from dusk to dawn. It is not the intent of this condition to illuminate the whole parking field, but merely that area adjacent to and including the fence line.
86. Lighting instruments shall be LED flat lens with cut-off shields where “light trespass” may be an issue. The flat lens shall be directed toward the ground and shall not be canted to expand the lighting area of coverage.
87. Wall packs are not permitted.
88. A berm, 24-inches above grade, shall run parallel between the fence and the Public-Right-of-Way along Hueneme Road and Perkins Road sides of the project as well as the eastern fence which runs south from Hueneme Road. This berm is intended to supplement the fencing as a security measure. A break in the berm shall exist for gated exit driveways. The berm shall be sufficiently landscaped to deter erosion. Landscape shall be sufficiently irrigated to maintain plantings through the life of the project.
89. Landscape plans shall be submitted to, and approved by, the Planning and Police Departments prior to the issuance of building permits. Landscape plans shall include a table of species to be planted, and include a map of where various species will be located on the site, and call-outs identifying locations of berms, gates and fences.
90. Keys shall not be left in any vehicle on the premises without a responsible party in the vehicle. If the keys to vehicles stored at the site are maintained in the security facility, then the keys must be secured in a locked cabinet securely affixed to the interior wall of the facility or other means to ensure the keys are not easily removed from the premises.

91. A “Knox Box” shall be installed at each gate of the facility to facilitate Fire Department access.
92. No trespass, and no loitering signs shall be placed on each gate to the site. Signs shall be worded: No Trespassing – No Loitering, Forbidden by Law, No Drinking of Alcoholic Beverages, Violators will be subject to arrest or citation pursuant to 602 PC & 7-125 OXO.
93. Prior to the issuance of building permits, the design of all gates shall be approved by Planning and Police Departments. Gate design shall be developed so that vehicle ramming will not collapse the gate.
94. Security cameras shall be installed to monitor the facility. The camera system shall comply with these minimum standards:
 - a) Cameras and supporting equipment shall supply digital color images under normal lighting conditions. Greyscale images are required for infra-red lighting.
 - b) Cameras shall be made by a reputable manufacturer and maintained to current industry standards.
 - c) Cameras shall have low light capability to capture identifiable images.
 - d) The video system shall utilize a Digital Video Recorder (DVR). VHS and other formats are prohibited.
 - e) The video system shall allow recording, live viewing and playback of recorded video for a period of at least 30 days.
 - f) Recorded images shall bear a date and time stamp that cannot be altered.
 - g) Prior to the installation of a security camera system, applicant shall submit a plan showing location of cameras and the scope of their capture area. The plan shall include a list of components.
 - h) Signage shall be posted at each entrance which states in 2 inch letters: “These premises are monitored by a security camera system”.
 - i) Cameras in domed casings are required as their area of focus is not easily determined by a casual observer.
 - j) All exterior cameras shall have the capability of capturing identifiable images in minimum lighting or during hours of darkness.
 - k) The DVR shall be stored in a locked secure cabinet at the site.
 - l) Security personnel shall be authorized to transfer images from the security camera system to any member of the Oxnard Police Department conducting a criminal investigation at or near the premises.
95. Security cameras shall be placed at these locations at a minimum:
 - a) At each gate a pole mounted camera shall be placed on the inside of the security fence capturing the entire opening of the gate threshold.
 - b) Camera(s) shall be mounted near the security shack to capture images of all persons entering and exiting the shack.
96. The address for the facility shall be 5600 Perkins Road. A sign shall be posted on the fence on the Perkins Road side of the facility stating in 4-inch tall letters: “5600 Perkins Road”.

97. An authorized member of the Oxnard Police Department or Code Compliance Division may inspect the site for compliance with these conditions anytime vehicles are stored at the site pursuant to this permit.

FIRE DEPARTMENT CONDITIONS

98. Developer shall construct all vehicle access driveways on the project property to be at least 26 feet wide, exclusive of shoulders. Developer shall mark curbs adjacent to designated fire lanes in parking lots to prohibit stopping and parking in the fire lanes. Developer shall mark all designated fire lanes in accordance with the California Vehicle Code. (FD/B, *F-1*)
99. The project shall meet the minimum requirements of the “Fire Protection Planning Guide” published by the Fire Department. (FD, *F-6*)
100. At all times during construction, Developer shall maintain surfaces capable of handling loads of 76,000 pounds which will provide access for firefighting apparatus to all parts of the project property. (FD/DS, *F-7*)
101. Developer shall identify all hydrants and fire protection equipment on the project property as required by the Fire Chief. (FD, *F-8*)
102. Developer shall install security devices and measures, including walkway and vehicle control gates, entrance telephones, intercoms and similar features, subject to approval of the Police Chief and the Fire Chief. Vehicle control gates shall be operable by City approved radio equipment. (FD/PD, *F-9*)
103. The turning radius of all project property driveways and turnaround areas used for emergency access shall be approved by the City Traffic Engineering Department. (FD, *F-11*)
104. Areas designated by the Fire Marshal as Fire Lanes shall be identified by a red curb and signage per the California Department of Motor Vehicles.
105. Fire hydrants shall be operational and accessible at all times. No parking, storage or staging of equipment/supplies shall be located within 15 feet on either side of fire hydrants. Prior to final inspection, blue reflective hydrant location markers shall be placed on the access roads in accordance with Fire Department standards.
106. Before the city issues a certificate of occupancy, the developer shall install a Knox key vault at a location to be determined by the Fire Department.
107. Vegetation clearance shall be maintained at all times.
108. A minimum 20-foot clear width and 13-foot, 6-inch (13’ 6”) clear height emergency access lane shall be maintained free of obstructions at all times within the project site once construction starts.

109. An on-site Life safety Inspection shall be conducted by Fire Department staff to approve final configuration of the site.

DEVELOPMENT SERVICES DIVISION CONDITIONS

110. Developer shall pay plan check and processing fees in effect at the time of construction plan submittal and shall pay development fees, encroachment permit fees, and other applicable fees in effect at permit issuance. (DS-1)
111. Developer shall have the site improvement plans prepared using standard Building and Engineering Division format(s) by a civil engineer licensed in the State of California. The plans shall incorporate recommendations from soil engineering and geology reports. Prior to issuance of a grading permit, improvement plans must be approved by the City Engineer and ink-on-mylar plans filed with the Building and Engineering Division. (DS-3)
112. Developer shall submit improvement plans and drainage calculations demonstrating that storm drain runoff from the project property and all upstream areas will be safely conveyed to an approved drainage facility. The design and conveyance route shall be compatible with the City's Master Plan of Drainage and shall be approved by the City Engineer prior to approval of improvement plans. (DS-4)
113. Curb cut widths and design shall conform to City ordinances, standards, and policies in effect at the time City issues an encroachment permit. (DS-9)
114. A California licensed civil engineer shall prepare the public improvement plans and documents for this project in accordance with City standards and shall submit all such plans to the City Engineer. Submittal shall include, but not necessarily be limited to, grading, street, drainage, sewer, water and other appurtenant improvement plans, construction cost estimates, soils reports, and all pertinent engineering design calculations. City will not approve a parcel map or final map nor issue a grading, site improvement or building permit until the City Engineer has approved all improvement plans. (DS-15)
115. Prior to issuance of a site improvement permit, Developer shall provide to the Building and Engineering Division a compact Disc (CD) containing digital copies of all project maps, address map, and/or civil improvements drawings in DWG format. Prior to improvement bond release, Developer shall provide an updated CD containing all changes that occur during construction. (DS-16)
116. The conditions of this resolution shall prevail over all omissions, conflicting notations, specifications, dimensions, typical sections, and the like, that may or may not be shown on the improvement plans. (DS-21)
117. Developer shall pay the cost of all inspections of on site and off site improvements. (DS-22)

118. Developer shall be responsible for all project related actions of Developer's employees, contractors, subcontractors, and agents until City accepts the improvements. (DS-23)
119. Prior to beginning construction, Developer shall designate in writing an authorized agent who shall have complete authority to represent and to act for Developer. The authorized agent shall be present at the work site whenever work is in progress. Developer or the authorized agent shall make arrangements acceptable to City for any emergency work. When City gives orders to the authorized agent to do work required for the convenience and safety of the general public because of inclement weather or any other cause, and the orders are not immediately acted upon by the authorized agent, City may do or have such work done by others at Developer's expense. (DS-24)
120. "Standard Specifications for Public Works Construction" latest edition (including modifications thereto by City) and applicable City Standard Plates and Design Criteria shall be the project specifications, except as noted otherwise on the approved improvement plans. City reserves the right to upgrade, add to, or revise these specifications and plans and all other City ordinances, policies, and standards. If the improvements required of this project are not completed within 12 months from the date of City's approval of the improvement plans, Developer shall comply with and conform to any and all upgraded, additional or revised specifications, plans, ordinances, policies and standards. (DS-27)
121. Prior to issuance of a grading/site improvement permit, developer shall obtain Development Services Director approval for any proposed construction phasing. The improvement plans (and associated phasing plans) shall clearly indicate any interim or off site improvements required by City. (DS-28)
122. Developer shall retain a California licensed Civil Engineer to ensure that the construction work conforms to the approved improvement plans and specifications and to provide certified "as built" plans after project completion. Developer's submittal of certified "as built" plans is a condition of City's final acceptance of the project and release of any associated security. (DS-29)
123. All grading shall conform to City's standard grading notes, City Code, and recommendations of Developer's soils engineer as approved by the City Engineer. (DS-30)
124. Developer shall construct sufficient drainage facilities concurrent with rough grading operations to mitigate any potential flooding or erosion affecting adjacent properties and public rights-of-way. (DS-31)
125. Developer shall design all slopes steeper than 5 (horizontal) to 1 (vertical) with a minimum 18 inch wide level area (at both top and bottom of slope) where it adjoins a wall, fence, sidewalk, trail, curb or similar improvement. (DS-32)
126. Prior to issuance of a site improvement permit, Developer shall provide to the City Engineer easements or written consent (as determined appropriate by the Development Services

Director) from all affected landowners for any diversion of historical flows or change in drainage conditions caused by the project. (DS-36)

127. Developer shall submit a landscape irrigation plan prepared by a licensed professional, showing proper water meter size, backflow prevention devices, and cross connection control. (DS-59)
128. Developer shall provide adequate vehicle sight distance as specified by CalTrans specifications at all driveways and intersections. (TR-71)
129. Using forms provided by the Building and Engineering Division, Developer shall submit a stormwater quality control measures maintenance and operations plan ("the Plan") for this project. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, Developer shall provide proof of a contract with an entity qualified to provide such periodic maintenance. The property owner is responsible for the long-term maintenance and operation of all BMPs included in the project design. Upon request by City, property owner shall provide written proof of ongoing BMP maintenance operations. No grading or building permit shall be issued until the City Engineer approves the Plan and Developer provides an executed copy of the City's stormwater covenant with the Plan included as an exhibit for recordation by the City. (DS-82)
130. Developer's stormwater quality control measures maintenance and operations plan shall include: 1) Requirement to clean on-site storm drains at least twice a year; once immediately before the first of October (the beginning of the rainy season) and once in January. The City Engineer may require additional cleaning; 2) Requirement to maintain parking lots free of litter and debris. Developer shall sweep sidewalks, drive aisles, and parking lots regularly to prevent the accumulation of litter and debris. When swept or cleaned, debris must be trapped and collected to prevent entry into the storm drain system. Developer may not discharge any cleaning agent into the storm drain system; 3) Requirement to label all on-site storm drain inlets with the message "Don't Dump - Drains to Ocean" in accordance with City standards. (DS-83)
131. Developer's engineer shall submit written confirmation that the project landscape drawings comply with the landscape requirements of the Technical Guidance Manual for Stormwater Quality Control Measures for all landscape based stormwater quality best management practices. (DS-84)
132. Developer shall provide pre-treatment for all infiltration based stormwater quality Best Management Practices ("BMPs"). Pre-treatment devices must effectively reduce sediment load entering infiltration BMPs to minimize occlusion of underlying soils and reduce long term maintenance requirements and thereby maintain the infiltration capacity of the BMP. 2011 TGM compliant pre-treatment such as vegetated swales are an approved form of pre-treatment. Proprietary pre-treatment devices must be capable of removing 80% of 50 micron particles to be considered adequate pre-treatment. Typical catch basin inserts do not provide the sufficient sediment storage to provide pre-treatment. (DS-85)

133. Prior to issuance of a grading, building or demolition permit and prior to commencement of any clearing, grading or excavation, Developer shall provide evidence of assignment of a permit identification number by the California State Water Resources Control Board indicating submittal of a Notice of Intent (NOI) by the Developer in accordance with the NPDES Construction General Permit. Developer shall comply with all requirements of the General Permit and the Ventura Countywide MS4 Permit, including preparation of a Stormwater Pollution Prevention Plan (SWPPP). Developer shall keep the SWPPP updated to reflect current site conditions and a copy of the SWPPP shall be kept onsite and available for City or designated representative to review upon request. (DS-86)
134. Developer shall install 'Full Capture System Devices' ("Devices") certified by the State Water Resources Control Board Executive Director in compliance with the Statewide Trash Amendments ("Amendments") in all catch basins accepting stormwater runoff from any portion of this project that meets the definition of 'Priority Land Use' as defined by the Amendments at the time of issuance of a grading/site improvement permit. The Devices shall be sized and designed in accordance with requirements of the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measures ("TGM"). (DS-88)
135. Developer shall design all points of vehicular access (driveways) such that all vehicles exiting the site traverse a minimum of 25-feet of solid pavement (e.g., asphalt or concrete) on the private side of the property line. The solid pavement shall extend into the public right-of-way until it joins the existing road paving and includes appropriate turning transitions. This pavement requirement is intended to minimize the conveyance of soil or gravel into the public right-of-way by vehicles exiting the site. (DS)
136. The project meets the definition of "Parking Lot" as defined by the Ventura Countywide MS4 Permit Order No. R4-2010-0108 and the 2011 Technical Guidance Manual for Stormwater Quality Control Measures ("TGM") as a land area or facility for parking or storage of vehicles used for businesses, commerce, commercial, and industry use. The MS4 Permit and the TGM require projects that meet the definition of a Parking Lot with 25 or more spaces, regardless of the amount of impervious area proposed, shall design and implement post-construction stormwater management control measures. Developer shall update the drainage report and design the post-construction stormwater management control measures in accordance with the MS4 Permit to the satisfaction of the City Engineer. (DS)
137. Developer shall design the project to minimize degradation of stormwater quality by complying with the applicable sections of the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit (Order R4-2010-0108 including all revisions) as a new development project. Developer shall submit stormwater quality calculations and associated construction plans demonstrating compliance with the MS4 permit. Calculations shall generally be organized to follow the steps outlined in Chapter 2 of the 2011 Technical Guidance Manual for Stormwater Control Measures ("2011 TGM"). (DS)
138. Developer shall submit stormwater quality calculations to include site-specific analysis and recommendations from a geotechnical engineer, and if applicable, a landscape architect for

the design and implementation of stormwater treatment and infiltration devices. Geotechnical Engineering analysis and recommendations shall include, but not necessarily be limited to, determination of site-specific soil infiltration rates, depth to permeable soil layers, methods to reach permeable soil layers, appropriate compaction rates, recommendations to enhance infiltration, and other requirements of the 2011 TGM. Landscape architectural recommendations shall include, but not necessarily be limited to, suggestions regarding appropriate vegetation and soil amendments for vegetated infiltration devices. Project plans shall implement approved design recommendations. (DS)

139. Gravel and packed earthen surfaces used for parking lots and storage areas that are anticipated to receive vehicular loading shall be treated as impervious in the stormwater quality calculations. (DS)
140. If permeable pavement design is proposed, Developer shall demonstrate to the satisfaction of the City Engineer that the soil surface will not be compacted during the construction of the project and regular use during the temporary use permit. The City Engineer shall consider all soil surfaces receiving compaction, regardless of the compaction level, to be impervious. Developer may submit to the City Engineer the project-specific soil compaction and infiltration testing data for review and consideration for any compaction proposed. The testing data shall demonstrate how the soils will maintain permeability with the compaction level proposed, similar to the pre-development undisturbed soil conditions. The data is subject to review and approval by the City Engineer. (DS)
141. Developer shall provide evidence that the pipes conveying stormwater from this site under the adjacent railroad tracks are free of obstruction to provide the required discharge capacity. In addition, Developer shall provide evidence that the pipes currently have the sufficient structural integrity to perform their intended purpose for the life of the project. (DS)
142. Developer shall provide a drainage report demonstrating that the site drainage facilities are capable of safely conveying project stormwater (up to and including a 1% chance storm) to a safe point of discharge without negatively affecting the neighboring properties. (DS)
143. Developer shall comply with the drainage requirements imposed by Ventura County Watershed Protection District. (DS)
144. This project is subject to the “Special Projects” provision of the City’s Traffic Impact Fee resolution. The proposed use of the property is not adequately represented by a rate previously adopted by the City Council and the Institute of Transportation Engineers Trip Generation Manual as it does not provide appropriate trip generation statistics. Therefore, the Traffic Impact Fee will be based on a site specific traffic study, acceptable to the City Engineer, which calculates the average daily vehicular trips generated by the project. The fee will be based on the current rate per trip times the average daily vehicular trips. Currently, that rate is \$1,035/ADT. (DS)

TRAFFIC DIVISION CONDITIONS

145. Developer shall design and construct the proposed emergency vehicle entrance/exit driveway along Hueneme Road. Final design, location and width of the driveway shall be reviewed and approved by the City Traffic Engineer in accordance with the Fire Department. (TR)
146. Developer shall install a sign “For Emergency Vehicle Use Only” on the proposed gate for the proposed emergency vehicle entrance/exit driveway along Hueneme Road. (TR)
147. Developer shall prohibit parking between the project’s property line and the proposed fencing along Hueneme Road along Perkins Road. Developer shall be responsible in enforcing the no parking restrictions. (TR)

ENVIRONMENTAL RESOURCES DIVISION

148. Developer shall arrange for materials collection during construction, demolition, and occupancy with the City's Environmental Resources Division or Developer shall arrange for self-hauling.
149. Any landscaping maintenance resulting in organic material needing disposal, if performed in-house or via third party, must not be placed in the trash. All organic materials are required to be diverted from landfill disposal. Any third-party contract/service agreement must stipulate this requirement and be verified through the Environmental Resources Division.
150. Developer shall dispose of sewage and solid waste from the project by City’s wastewater and solid waste systems in a matter approved by the City Engineer.

PASSED, APPROVED, AND ADOPTED by the Planning Commission of the City of Oxnard on this 20th day of October 2022.

Daniel Chavez, Jr., Chair

I hereby certify that the foregoing is a true copy of a Resolution adopted by the Planning Commission of the City of Oxnard at a meeting held on the 20th day of October 2022, and carried by the following vote:

AYES: Commissioner(s):

NOES: Commissioner(s):

ABSENT: Commissioner(s):

ABSTAIN: Commissioner(s):

RECUSED: Commissioner(s):

Joe Pearson II, Secretary

Attachment:

I. Staff Presentation

Port of Hueneme - Temporary Vehicle Storage Facility

Planning & Zoning Permit No. 18-500-02 (Special Use Permit)

Applicant: Christina Birdsey, Port of Hueneme

Jay Dobrowalski, Planning Supervisor

Joe Pearson II, Planning and Environmental Services Manager

Planning Commission
October 20, 2022

Project Description

A request to construct a **temporary vehicle storage facility with a 5-year limitation** on a 33.7-acre site that is currently vacant and undeveloped located at the southeastern corner of the intersection of West Hueneme Road and Perkins Road (Assessor's Parcel Numbers: 231-0-092-245 and -105) within the Light Manufacturing, Planned Development (M-1-PD) zone.

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.

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.

Pursuant to the California Environmental Quality Act (CEQA) Guidelines, the City has evaluated potential project-related environmental impacts through the preparation of an Environmental Impact Report.

Project Location and Surrounding Uses



Street View



View from Hueneme Rd and Perkins Rd looking southeast

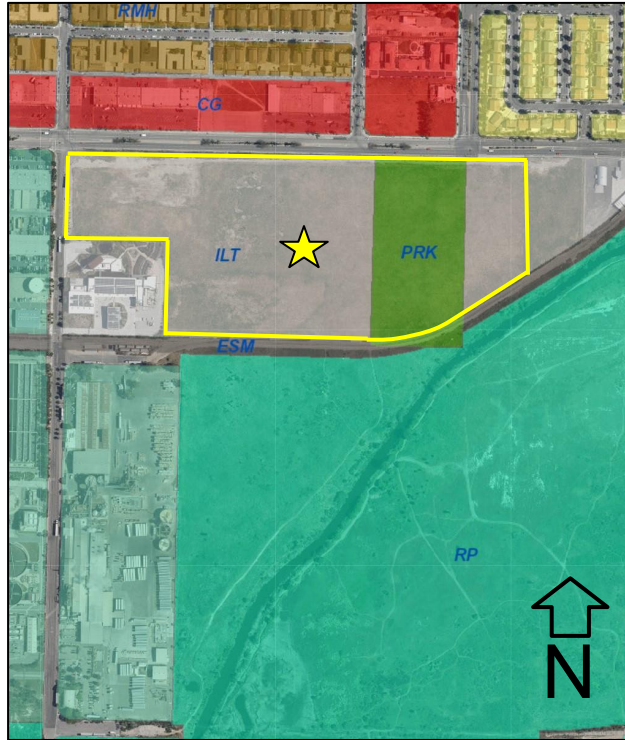
Street View



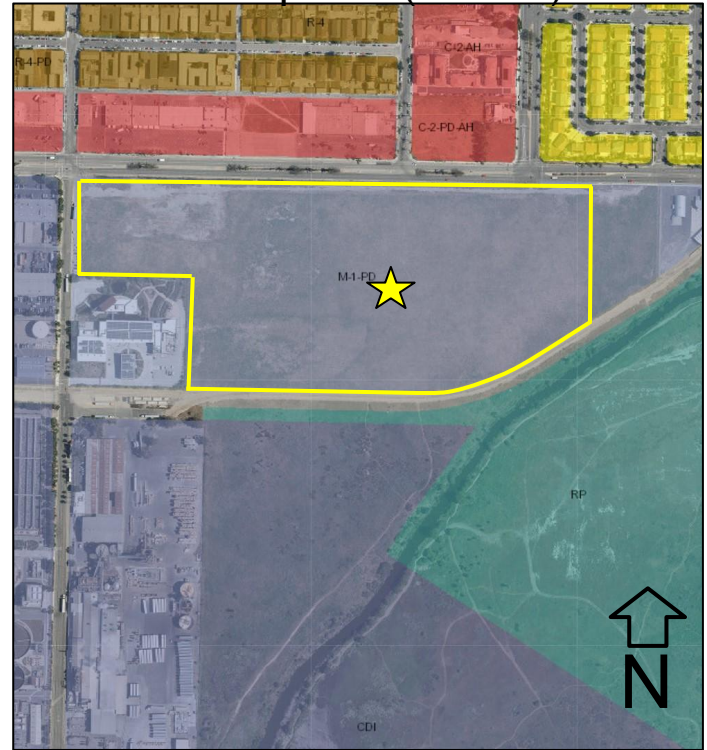
View from Hueneme Rd and Saviers Rd looking southwest

General Plan and Zoning

2030 General Plan: Industrial Light (ILT) and Park (PRK)



Zoning Designation: Light Manufacturing, Planned Development (M-I-PD)



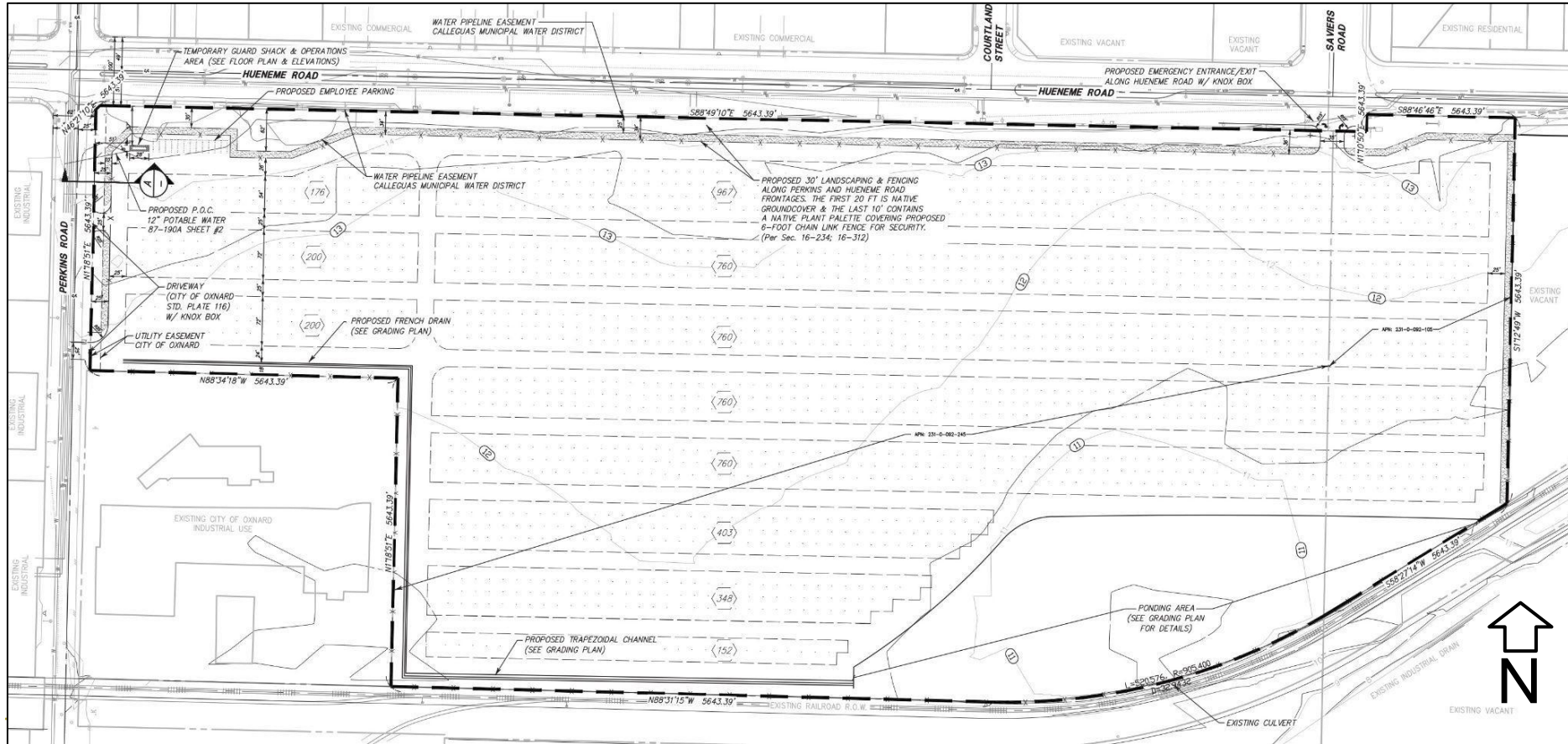
Background - Project Site

- **1995:** Land Use Advisors recommended that City Council approve a zone change, tentative tract map, and Special Use Permit for a residential development. Prior to the CC hearing, the application was withdrawn.
- **2002:** City Council reviewed a Pre-Application submittal to develop the site with a vehicle preparation facility that included several structures (total of 95,000 square-feet).
- **2002:** Planning Commission granted a Special Use Permit for a vehicle processing and distribution facility (total of 100,000 square-feet), adopted an MND, and recommended that City Council approve a change to the General Plan designation of the site to Light Industrial.
- **2002:** City Council granted an appeal of the MND and SUP and directed staff to prepare an EIR. The application was withdrawn.

Background - continued

- **2008:** Planning Commission granted a Special Use Permit for development of the Advanced Water Purification Facility (AWPF) and recommended CC approve a change to the General Plan designation of the site to Light Industrial.
- **2008:** City Council upheld the PC decision to grant the SUP and change the General Plan designation. The AWPF is currently in operation.
- **2018:** Application submitted for the subject Special Use Permit.

Site Plan



General Plan & Zoning Code Consistency

Project found to be consistent with:

- General Plan (Industrial Limited and Park)
 - Project is temporary and does not preclude future development
- Zoning Code (Light Manufacturing)
 - Project is consistent with M-I development standards

Environmental Review

- Proposed development is subject to the California Environmental Quality Act
- City prepared a Mitigated Negative Declaration (MND):
 - MND review period for 49 days (20 days required)
 - City received over 220 comment letters
 - City elected to prepare Environmental Impact Report (EIR)
- City prepared an EIR (No. 22-01):
 - EIR identifies potential impacts, mitigation measures, monitoring requirements, and residual impacts
 - Draft EIR review period for 61 days (45 days required)
 - City received 218 comment letters
 - Comments and responses included in EIR
 - Changes made to Draft EIR for Final EIR based on comments

Environmental Review

- Final EIR identified the following:
 - Class 1 impacts (significant and unavoidable)
 - None identified
 - Class 2 impacts (potentially significant by mitigable, mitigation required)
 - Aesthetics
 - Biological Resources
 - Cultural and Tribal Cultural Resources
 - Geology and Soils
 - Hazardous Materials Use, Generation, Transport, or Disposal
 - Hydrology and Water Quality
 - Police Protection (Transportation)
 - Class 3 impacts (less than significant, no mitigation required)
 - All other impact area were identified as Class 3

EIR Findings

- Final EIR includes a Mitigation Monitoring and Reporting Program:
 - Details process to implement required mitigation measures
 - After implementation of standard conditions and mitigation measures, all potentially significant impacts reduced to less than significant levels
- Staff determined that there is no substantial evidence that the Project will have a significant effect on the environment and recommends that the PC certify the EIR

Conditions of Approval

The Special Use Permit will be subject to conditions of approval including:

- Vehicle storage for 5 years and site returned to existing condition (COA #57)
- Landscape screening required (COA #60-73)
- Pre-construction survey by a biologist required (SUP COA #74)
- Archaeological monitoring required (COA #75)
- Native American/Tribal monitoring required (COA #76)

Community Workshop

- Project presented during November 19, 2018 and March 21, 2022 meetings.
- Site is not within a General Plan Neighborhood
- Notice of meeting was provided:
 - Two on-site postings; and
 - Mailed to residents in Southwinds and Cypress Neighborhoods; and
 - Emailed to Interested Parties
- Comments generally related to: air quality impacts, biology impacts, land use incompatibility, traffic impacts, inadequate public participation opportunities, environmental justice and inadequate environmental review.
- These comments are the same as those addressed in the EIR.

Public Notice

- Notice of PC hearing was provided:
 - Newspaper,
 - On-site posting; and
 - Mailed to property owners within 300 feet.
- To date, no public comment has been submitted regarding the project.

Staff Recommendation

That the Planning Commission:

- a) Adopt a Resolution certifying Final Environmental Impact Report (EIR) No. 22-01 for the Port of Hueneme - Temporary Outdoor Vehicle Storage Facility (Governor's Office of Planning and Research State Clearinghouse No. 2020069039); and
- b) Adopt a Resolution approving Planning and Zoning Permit No. 18-500-02 (Special Use Permit) for a temporary vehicle storage facility, subject to certain findings and conditions.



Questions