

## **Port of Hueneme – Temporary Outdoor Vehicle Storage Facility EIR**

Located on the Southeast Corner of Hueneme Road and Perkins Road, Oxnard Harbor District Port of Hueneme (the “Port”), is proposing to construct and operate a temporary outdoor vehicle storage facility (the “Project”). In compliance with the California Environmental Quality Act (“CEQA”), the City of Oxnard prepared an environmental impact report (“EIR”) to analyze and address various environmental impacts this Project may have at the proposed site. Below is a summary of the EIR and its findings.

### **Project Description**

In order to keep up with the highly competitive and larger global economic trends of the auto shipping logistics market, the Port is seeking a Special Use Permit from the City of Oxnard (“City”) for a temporary outdoor vehicle facility, to be operated for a maximum of five years on an approximately 34-acre project site within the City. The Project site consists of two vacant parcels situated at the southeast corner of Hueneme Road and Perkins Road, outside of the Coastal Zone.

The purpose of the Project is threefold: 1) facilitate commercial success for Port clients, specifically GLOVIS, to ensure they keep their business in the region, keep 167 local citizens employed, and create the potential for more than 30 more jobs in the future; 2) reduce and consolidate, where feasible, Port vehicle customer reliance on Off-Port satellite storage locations which reduce the need for car carrier truck movement to distribute vehicle to those locations; and 3) provide operational flexibility for the transport of 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.

The Project includes a vehicle parking area with gravel base and would include 27.5 acres to accommodate parking for up to 4,944 vehicle spaces, which equates to a ratio of 180 spaces per acre. The vehicle storage facility would serve as an off-site storage lot for vehicles that could not be stored at GLOVIS’ current facility due to lack of space. 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 Naval Base Ventura County Port Hueneme to be processed and then transported by either truck or rail to their customers.

A maximum of 240 vehicles would be transported to or from the Port to the vehicle storage facility per day. 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 by 14 employees: three security guards, up to ten vehicle drivers, and one shuttle van driver. Vehicle moving employees (vehicle and shuttle van drivers) would arrive at the 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 each work a 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 been driven to the site for storage. The vehicle storage facility would be staffed 24 hours a day, 7 days a week for security purposes.

Access to the Project would be from two entrance/exit driveways on Perkins Road, as well as one emergency access driveway at the terminus of Saviers Road and Hueneme Road. All driveways would include a Knox Box for emergency access. The property perimeter would be screened with a 6-foot-high chain link fence and native landscaping. Nineteen solar powered, mobile, low-intensity tower light fixtures would also be placed around the perimeter of the property to provide security lighting. The Project also includes a 240-square foot temporary guard house/office trailer, a single portable restroom, site drainage, and associated infrastructure improvements. Upon expiration of the Special Use Permit, the vehicle parking area, guard house, perimeter site lighting, and gravel surface would be removed. Fencing, landscaping, drainage and associated improvements would be maintained by the property owner.

### **Projection Construction**

Site preparation includes grading and ground surface levelling. Minor grading is anticipated on-site to scrape the top one to two inches of soil to create a level surface and install gravel to serve as a temporary parking surface. The grading and construction activities of the Project are anticipated to take approximately 180 to 200 days. Grading and construction would comply with the City's requirements that no construction occur at night, on Sundays, or on federal holidays, and would take place during the daytime hours of 7:00 am to 6:00 pm.

### **Project Alternatives**

According to CEQA, an EIR must describe a reasonable range of alternatives to a proposed project that could feasibly attain most of the basic project objectives, and would avoid or substantially lessen any of the proposed project's significant effects. Additionally, a "No Project" alternative must be analyzed. Here, the EIR analyzed three alternatives:

1. Alternative One: No Project – The No Project alternative generally is considered to be equivalent to a "no build" or "no development" alternative. The purpose of 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. However, under this alternative, none of the three Project objectives would be attained.
2. Alternative Two: Two Existing Off-Port Vehicle Storage Locations – This alternative allows for imported vehicles to be transported by Customer car carrier trucks from the Port to two Off-Port storage locations. Although selected as the environmentally superior alternative, this alternative would also not achieve all of the Project objectives.
3. Alternative Three: Existing Zoning – Under Alternative Three, the 34 acre site would be developed with light manufacturing use consistent with the site's M-1-PD Zone (Light Manufacturing Zone with Planned Development Additive). Like the other alternatives, option three would not meet any of the Project objectives.

## **Mitigation Measures**

Since none of the alternatives presented above would help achieve all three of the Project objectives, the EIR proceeded with its original Project proposal. The EIR concluded that the Project had potentially significant impacts in the areas of aesthetics, biological resources, cultural and tribal resources, geology and soils, and police protection. However, all of these potentially significant impacts can be mitigated to a “less than significant” impact through the following mitigation measures:

1. **Aesthetics** – Would implementation of the proposed Project substantially degrade the visual character/quality of the site and its surroundings?
  - a. **Mitigation Measures**: To mitigate this issue, the Applicant will install chain link fencing with top and bottom rails to provide support for plants. In turn, plants will eventually grow up the fence for aesthetic pleasure. In the meantime, the Applicant will install either privacy slats or solid gates to block view onto the site. Prior plant growth that will buffer views of the Project site, the Applicant will install screening fabric or other temporary measures to fill gaps in the vegetation. Lastly, the Applicant will provide visual screening of the existing water utility structure/ chain link fence enclosure on the southeast corner of the project.
2. **Biological Resources** – Would the proposed Project have a substantial adverse effect on suitable habitat for the Burrowing owl and the California horned lark or expose these species to excessive levels of noise?
  - a. **Mitigation Measures** – To avoid the disturbance of nesting and these special status birds, 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, if practicable. If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiation of ground disturbance and vegetation removal activities. If nests are found, an avoidance buffer 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 a biologist has confirmed that breeding/nesting is complete.
3. **Cultural and Tribal Resources** – Would the proposed Project result in a substantial adverse change in the significance of a unique archaeological resource?
  - a. **Mitigation Measures** – The Applicant and other responsible parties will contract with a qualified archeologist to monitor initial grading and excavation. If any historic or prehistoric cultural resources are discovered, they will be evaluated in accordance with CEQA. If the evaluation determines that such resources are either unique or significant archaeological, paleontological, or historic resources and that the project would result in significant effects on those resources, then further mitigation would be required. In cases where the resources are unique, then avoidance, capping or other measures, including data recovery, would be appropriate mitigation. If the resources are not unique, then recovery without further mitigation, would be appropriate. Additionally, the Applicant will

contract with a Native American monitor to be present during all subsurface grading, trenching, or construction activities on the project site. If any qualifying cultural materials are encountered during this phase of project construction, construction activities on the project site shall be halted immediately, and the Applicant shall notify the City. If any find were determined to be significant by the monitor, the City and the monitor will meet to determine the appropriate course of action.

4. Geology and Soils – Would implementation of the proposed Project result in the risk of loss, injury, or death due to strong seismic ground shaking? Would the proposed Project be located on a geologic unit or soil that is unstable or that would become unstable as a result of the Project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard code requirements?
  - a. Mitigation Measures – 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.
5. Police Protection – Would the proposed Project 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? Would the proposed Project result in inadequate emergency access?
  - a. Mitigation Measures – Prior to construction, the Applicant will 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: 1) at least one unobstructed lane shall be maintained in both directions on the following surrounding roadways; 2) at any time only a single lane is available, the applicant shall provide a temporary traffic signal, signal carriers, or other appropriate traffic controls to allow travel in both directions; and 3) if construction activities require the complete closure of a roadway segment, the Applicant shall provide appropriate signage indicating detours/alternative routes.

### **Public Comment**

The 61-day public comment period for this Draft EIR will begin on Thursday, December 16, 2021, and end on Monday, February 14, 2022 at 5:00 pm.

Copies of the Draft EIR are available for review at: 1) the City of Oxnard Planning Division Offices at 214 South C Street, Oxnard, CA 93030; 2) City of Oxnard Main Library at 251 South A Street, Oxnard, CA 93030; 3) City of Oxnard South Oxnard Branch Library at 4300 Saviers Road, Oxnard, CA 93033; and 4) City of Oxnard Colonia Branch Library at 1500 Camino del Sol #26, Oxnard, CA 93030.

Inquiries should be directed to Jay Dobrowalski, Senior Planner, at (805) 385-3948 or [jay.dobrowalski@oxnard.org](mailto:jay.dobrowalski@oxnard.org). All comments should be provided in writing and received before 5:00 p.m. on the last day of the public comment period noted above. Please provide the name for a contact person in your agency. Written comments may be: 1) mailed to Jay Dobrowalski, Senior Planner City of Oxnard Planning Division 214 South C Street Oxnard, CA 93030; 2) faxed to (805) 385 7417; or 3) emailed to Jay Dobrowalski at [jay.dobrowalski@oxnard.org](mailto:jay.dobrowalski@oxnard.org).

### **Conclusion**

With the above mitigation measures in place, the environmental impacts of the proposed Project can be minimized to a less than significant impact. Through these measures, the Project can achieve its objectives of housing a temporary outdoor vehicle storage facility that can bring commercial and economic success for the Port, GLOVIS, and the surrounding community.

This handout was prepared by the Oxnard Harbor District Port of Hueneme for your convenience.