

COMMUNITY DEVELOPMENT DEPARTMENT
OXNARD PLANNING DIVISION
214 SOUTH C STREET
OXNARD, CALIFORNIA 93030



NOTICE OF INTENT TO ADOPT
A MITIGATED NEGATIVE DECLARATION (MND No. 25-01)

Project Title:

Pantoja Trucking Project

Lead Agency:

City of Oxnard
Community Development Department, Planning Division
214 South C Street
Oxnard, California 93030
Contact: Jay Dobrowalski, Planning Supervisor

Purpose of the Notice:

The purpose of the Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration is to inform agencies and interested parties that, in accordance with California Environmental Quality Act (CEQA) Guidelines, Section 15070, the City of Oxnard has prepared an Initial Study - Mitigated Negative Declaration (IS/MND) for the proposed Pantoja Trucking Project. This NOI provides information about the project and instructions for reviewing and submitting comments on the IS/MND.

Project Location:

The project site is on an approximately 4.76-acre (207,346 square feet) site in the southern portion of the City of Oxnard within the County of Ventura. Specifically, the site is located at 210 and 320 East Hueneme Road on Assessor's Parcel Numbers (APN) 231-0-092-260, 231-0-092-270, and 231-0-092-280. The project site is currently occupied by buildings, paved areas, and other improvements associated with the current operations of Pantoja Trucking Company on the easternmost two parcels (231-0-092-270 and 231-0-092-280); and a gravel-dirt parking lot on the westernmost parcel (231-0-092-260), also used by Pantoja Trucking. Before being developed into a gravel dirt lot by the applicant, the westernmost parcel was a disked dirt field not used for agriculture. The area around the project site is characterized by a mix of industrial development, residential development, and vacant land. The project site's zoning designation is M-1-PD (Light Manufacturing Planned Development) and its 2030 General Plan land use designation is Light Industrial (ILT). Section 15072 of the CEQA Guidelines requires an NOI to disclose if a project site appears on the lists of sites enumerated under Section 65962.5 of the Government Code. This project site is not on the lists of sites enumerated under Section 65962.5 of the Government Code.

Project Description:

The Pantoja Trucking Company (applicant) hauls frozen products (such as shrimp and fish) received in containers from the Port of Hueneme, either directly to customers or to their existing facilities at the project site. Product stored on the project site is then shipped to customers throughout California during the next several days. The applicant proposes to increase their existing use of the project site

and construct an approximately 0.77-acre parking area for trucks on the westernmost parcel, including removal of a perimeter chain link fence and construction of a perimeter wrought iron fence with landscaping, a detention basin (with a vegetated bioswale) to retain on-site drainage flows, and restoration of a portion of the parcel back to vacant undeveloped land (proposed project).

The proposed project includes the permitting of un-permitted development (both existing and proposed) on a property on East Hueneme Road with APN 231-0-092-260, as well as an increase in the applicant's use of the project site. Approximately 28,742 square feet (sf) of landscaping would be installed around the northern and western sides of the project site and along the southeastern side of the parcel with APN 231-0-092-260 (westernmost parcel). No additional landscaping is proposed for the remainder of the southeastern side of the project site. Three existing industrial buildings totaling 24,313 sf, as well as accessory structures with truck parking areas, are located on the two other parcels that make up the project site: APNs 231-0-092-270 and 231-0-092-280. No changes to these existing buildings or accessory structures are proposed. The applicant proposes to reuse the approximately 80 cubic yards of gravel that is currently being used as a parking surface on the westernmost parcel as road base to pave 0.77-acres of additional parking area on the same parcel that will then be sealed with a chip seal paving. After construction, this parcel will be fenced for security with 8-foot wrought iron fence and gates, screened with landscaping, and utilized as truck overflow parking for trucks that are used to haul freight for the Pantoja Trucking Company.

The closest vehicular entry point to the Port of Hueneme is at the western terminus of the public portion of Hueneme Road just west of its intersection with Market Street approximately 1.4 miles west of the project site in the City of Port Hueneme. The assumed route for truck traffic between the project site and the Port of Hueneme is entirely along Hueneme Road. The applicant proposes to construct a new vehicular entry point to the project site (referred to as the western entry gate) directly south of the intersection of East Hueneme Road and Conner Drive. The western entry gate would replace the current vehicular entry point, which is a driveway located approximately 125 feet east of the intersection of East Hueneme Road and Conner Drive (from the centerline of each roadway). The applicant also proposes to construct a vegetated bioswale with a 3-foot by 3-foot catch basin and stormwater detention basin near the southern end of the project site to retain stormwater flows on the site and prevent polluted runoff. The applicant proposes to continue to perform the same services at the project site necessary to continue transporting product in containers between the Port of Hueneme and various other businesses in California. The applicant engages subhaulers as necessary to provide freight and transportation services during their operation. The applicant anticipates an increase in truck trips and a five-employee increase in the number of employees. All of the new employees are anticipated to be truck drivers.

The Pantoja Trucking Company currently employs six truck drivers and four full-time employees providing office support services to the transportation and freight business. The support services include accounting, scheduling, and human resources. The proposed hours of truck operation would be 7:00 a.m. to 5:00 p.m., and the office staff hours of operation would be 8 a.m. to 5 p.m. The PM peak traffic hour (defined as one peak hour between 4:00 p.m. and 6:00 p.m.) trips consist of employee trips home at the end of the day with no truck trips occurring at that time. The proposed project would increase peak daily truck trips from 24 per day to 72 per day. Office (support personnel) trips would remain the same, at five peak hour trips per day and 20 peak daily trips. Currently, the peak hourly truck trip traffic for on-site business operation is 12 trips between 7:30 a.m. to 8:30 a.m. on Thursdays

but this depends on when the containers are ready for pickup at the port. The support personnel peak hourly trips consist of five trips from 7:30 a.m. to 8:30 a.m. on Monday through Friday.

The standard operation of the trucking business consists of truck driver employees driving to the project site, picking up the delivery trucks at the project site, parking their personal vehicles in the spaces that their trucks occupy when not in use, driving to the port, hooking up cargo containers on chassis at the port, delivering between 10 to 20 percent of these containers directly to businesses in California and the remainder to Pantoja's yard to be stored and delivered to customers statewide over the next several days, then driving their personal vehicles home at the end of the day. The containers remain on the same chassis from port to customer, with no transfer of the containers to different chassis in the yard. Truck traffic on non-peak days averages approximately 10 trucks in and out per day and consists of trucks hooking up the chassis with containers in Pantoja's yard and delivering to customers statewide then returning to the yard, usually the following day. The proposed western entry gate would be open during hours of operation and monitored by security cameras.

In accordance with Section 15070 of the California Code of Regulations, the Planning Division of the City of Oxnard has determined that there is no substantial evidence that the proposed project would have a significant effect on the environment, and that a mitigated negative declaration (MND No. 25-01) may be adopted.

The Initial Study – Mitigated Negative Declaration (IS/MND) is available at the City's Community Development Department located at 214 South C Street, Oxnard, California, 93030 and at the Oxnard Public Library, 251 South A Street. The document is also available at: <https://www.oxnard.gov/community-development/planning-environmental-services/environmental-postings>.

The public review period begins March 27, 2025, and ends April 28, 2025. All comments should be provided in writing and received **before 5:00 p.m. on April 28, 2025**. Inquiries should be directed to Jay Dobrowalski, Planning Supervisor, at (805) 385-3948 or Jay.Dobrowalski@oxnard.org. Comments provided will be considered by the decision-making body in accordance with CEQA Guidelines, Section 15074(b).

Please send all comments by either: 1) U.S. mail; or 2) electronic mail (email) to:

Jay Dobrowalski, Planning Supervisor,
City of Oxnard
Community Development Department
Planning Division 214 South C Street
Oxnard, California 93030
Email: Jay.Dobrowalski@oxnard.org

For comments submitted via email, please include "Pantoja Trucking Project" in the subject line and the name of the commenter in the body of the email.

A public hearing date has not been determined for this project. The date, time, and place of future public hearings will be appropriately notified per City and CEQA requirements.